ILOHO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS ORIENTAL AGENCY.

UNITED ASBESTOS CO. LIMITED, LONDON, DODWELL & CO., LINITED, General Managers.

## NEW SERIES No. 1847. 日一卅月四年七十二精光

FRIDAY, JUNE 7, 1901.

五拜禮

就七月六英港香

THIRTY DOLLARS PER ANNUM.

#### Banks.

( FOKOHAMA SPECIE BANK, LIMITED ESTABLISHED 1880. CAPITAL SUBSCRIBED ......Yen 24,000,000 CAPITAL PAID-UP .....

CAPITAL UNCALLED..... RESERVE FUND Head Office: -- YOKOHAMA. Branches and Agencies.

TOKIO. 😘 NAGASAKI. LONDON, NEW YORK. SAN TRANCISCO. HONOLULU. BUMBAY. SHANGHAL. TLENTSIN. · NEWCHWANG.

LONION BANKERS: . THE LONDON JOINT STOCK BANK, LD. PARRS BANK, LD. THE UNION BANK OF LONDON, LD. HONGRONG BRANCH:-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Amum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI, Manager.

Hongkong, 17th April, 1901. I ONGKONG AND SHANGHAL BANKING CORPORATION. RESERVE FUND. ---

Sterling Reserve ..... \$10,000,000 } \$13,000,000 RESERVE LIABILITY OF PROPTORS, \$10,000,000 COURT OF DIRECTORS; R. SHEWAN, Esq., Chairman.

Hon. J. J. BELL-IRVING, Deputy Chairman. A. Haupt, Esq. D. M. Moses, Esq. N. A. Siebs, Esq. A. J. Raymond, Esq. Tl. W. Slade, Esq. R. I., Richardson, Esq. H. E. Tomkins, Esq. H. Schübart, Esq. | Paul Witkowski, Esq. CHIEF MANAGER: Hongkong-Sir Thomas Jackson.

MANAGER: Shanenas-H. M. Bevis, Esq. LONDON BANKLRS-LONDON AND COUNTY BANKING COMPANY, LIMITED. Hongkorg--Interest Allowed: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 21 per Cent. per Annum. For 6 months, 31 per Cent. per Annun. For 12 months, 4 per Cent. per Annum. T. JACKŠON, Chief Manager,

Hongkong, 4th June, 1901. HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted bythe HONGKONG AND SHANGHAT BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong and SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION,

T. JACKSON, Chief Manager, Hongkong, 4th October, 1900.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels.

SUBSCRIBED CAPITAL ...... 5,000,000 Head Office: -SHANGHAL

Branches and Agencies. CANTON. CHEFOO. PENANG. SINGAPORE. CHINKIANG. CHUNKING. TIENTSIN. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfors Payable at its Branches and Agencies. HONGKONG BRANCH, Advances made on approved securities.

Bills discounted, INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Manager, Hongkong, 1st January, 1901.

THE CHARTERED BANK OF INDIA: AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE . LIABILITY OF SHARE-NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per ahnum on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent.

Hongkong, 22nd May, 1901. THE NATIONAL BANK OF CHINA,

LIMITED. 

HEAD OFFICE!-HONGKONG. Board of Directors :--Chan Kit Shan, Esq. | C. Ewens, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager,

GEO. W. F. PLAYFAIR. Interest for 12 months Fixed ..... 5 % Hongkong, 20th December, 1899.

GREEN ISLAND CEMENT COMPANY, LIMITED,

## PORTLAND CEMENT.

85.50 P Cask of 375 lbs. Net ex Factory. .83.30 # Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 1st June, 1901.

#### Mails.

#### AND ORIENTAL STEAM NAVIGATION COMPANY.

LONDON, &c..... Coromandel\* F. W. Vibert, R.N.R... Noon, 8th June ... Freight or Passage. MARSEILLES Socotra ...... H. Hide, R.N.R....... About 15th June ... Freight only.

S'HAR & JAPAN ... Shanghai ... A. F. Street ................. About 18th June ... Freight or Passage. 

\* (See Special Advertisement).

For Further Particulars, apply to

Hongkong, 6th June, 1901;

H. A. RITCHIE, Superintendent.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG:

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggago. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

	(SUBJECT TO ALTERATION.)		
•	STEAMERS.  HAMBURG, Hamburg-Amerika Linie THUR SACHSEN THUR KIAUTSCHOU, Hamburg-Amerika Linie THUR BAYERN THUR STUTTGART	SAILING DATES.	
	SACHSEN THUR	SDAY, 13th June.	
٠.	KIAUTSCHOU, Hamburg-Amerika LinieTHUR	SDAY, 27th June,	
	STUTTGART THUR	SDAY, 25th July.	į.
	STUTTGART  KONIG. ALBERT  PRINZESS IRENE  PRINZ HEINRICH  PREUSSEN  HAMBURG, Hamburg-Amerika Linic	SDAY, 8th August.	
	PRINZESS IRENETHUR	SDAY, 5th September.	4
	PREUSSENWEDN	SDAY, 19th September.	
	FIAMBURG, Hamburg-Amerika Linie WEDN	ESDAY, 16th October.	
	KIAUTSCHOU, Hamburg-Amerika Linie WEDN	NESDAY, 30th October.	
	HAMBURG, Hamburg-Amerika Linie WEDN SACHSEN WEDN KIAUTSCHOU, Hamburg-Amerika Linie WEDN BAYERN WEDN	NESDAY, 27th November.	

On THURSDAY, the 13th day of June; 1901, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 12th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 12th June. be received at the Agency's Office until NOON, on well be signed for less than \$2.50 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 Ib, Queen's Road, [10 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to Hongkong, 29th May, 1901.

MELCHERS & CO., AGENTS.

# HONGKONG

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

# TEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56. For Terms, &c., apply to the

MANAGER.

PER CASE OF 4 DOZ. QUARTS 6 DOZ. PINTS -

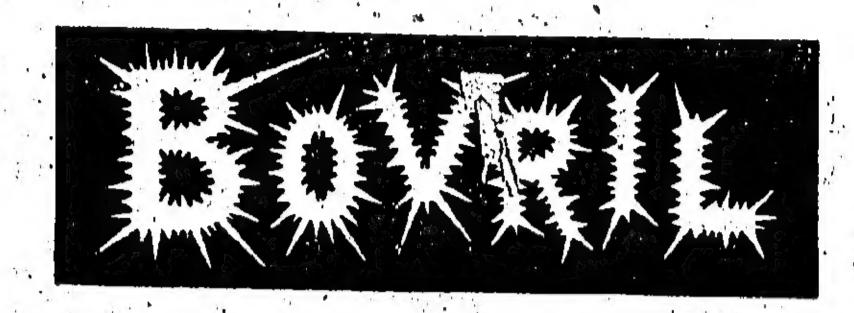
> SOLE AGENTS: H. PRICE & Co.,

Hongkong, and May, 1901.

12, QUEEN'S ROAD.

#### Intimations.

Bovril Promotes Energy and takes away. that tired feeling which life in the East produces. Unrivalled for Athletes and persons of either sex cultivating physical strength, To be obtained at all Stores, Chemists and Hotels throughout Hongkong, China and



BOVRIL PROMOTES HEALTH, STRENGTH AND ENERGY.

## ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS;

ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. "CHIEF SUPERINTENDENT .......THOMAS SKINNER. SUPERINTENDENT .....ARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.



#### YOUNGER & SONS, GEORGE ALLOA.

INDIA PALE ALE:

Specially brewed for Tropical Climates. sound, light, bitter beer.

Pts.

SOLE AGENTS: CALDBECK, MACGREGOR & Co.,

WINE AND SPIRIT MERCHANTS.

Hongkong, 23rd May, 1901.



#### BUSSAN KAISHA (OR MITSUI & Co.)

HEAD OFFICE:-43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:-34, LIME STREET, E.C.

HONGKONG OFFICE: -- 6, ICE HOUSE STREET, BRANCH OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c. Telegraphic Address for all the Offices.: "MITSUL"

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenals and Railway? Bureau: Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukumo, Hokoku, Ichi-mura, Kanada, Kishima, Manouro, Onoura, Otsuji, Sonoda, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coal Mines. Hongkong, 25th May, 1901.

#### PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898.

WARREN, -BUILDING CONTRACTOR, No. 25, ABERDEEN STREET.

prompt attention. Agent for MOSAIC TILES.

Prices on Application. [558c] THE BRITISH NORTH BORNEO CO. A PPLICATIONS are invited for the A POSITION of SUPERINTENDENT of PUBLIC WORKS and GOVERNMENT SURVEYOR. Applications and Copies of

to be taken up as soon as possible.
GIBB, LIVINGSTON & CO., Hongkong, 26th January, 1901.

NOTICE ..

I NFORMATION has been received from our SINGAPORE BRANCH by Wire of the ROBBERY of \$236,950 of \$50 Notes, issued SANITARY APPLIANCES SUPPLIED by THE HONGKONG AND SHANGHAI BANKING CORPORATION, SINGAPORE, and the
WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES. For the Hongkong and Shanghai

BANKING CORPORATION, T. JACKSON, Chief Manager. Hongkong, 29th May, 1901. [577c

NOTICE.

TENDERS are hereby called for the I ERECTION of BRICK SHOPS at Testimonials to be sent to the undersigned, JESSELTON for the NORTH BORNEO GOVERNfrom whom terms may be learnt. Appointment MENT, Particulars of which may be seen at the OFFICE of Messis. GIBB, LIVINGSTON & CO.,

[124c] Hongkong, 13th February, 1901.

## Intimations.

SANITARY

WNERS of HOUSES situated in the Western Division of the City of Victoria, who have not had their Premises LIME. WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be BINISHED ends on the 30th day of JUNE, 1901, and the Samitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above named Date. By Order of the Board?

G. A. WOODCOCK, Acting Secretary.

.1st June, 1901. NOTE.—The Western Division of the City lies to the West of Morr,son and East Streets.

GOVERNMENT NOTIFICATION THERE are TEMPORARY VACANCIES in the COLONIAL SECRETARY'S OFFICE

for:-(1) A TYPEWRITING CLERK—

SALARY.-\$100 a month. QUALIFICATIONS.—The Applicant must be able to typewrite rapidly and correctly, and must possess a good knowledge of English. (2) AN OFFICE CLERK-

SALARY. -\$50 a month. QUALIFICATIONS.—The Applicant must possess a good knowledge of English, and must be a man of intelligence and good character,

Engagements will be terminable at one month's notice on either side. Applications in own handwriting with the usual Certificates should be sent to the ACTING. COLONIAL SECRETARY not later than the 15th

By Command, T. SERCOMBE SMITH, Acting Colonial Secretary, Colonial Secretary's Office, Hongkong, 5th June, 1901.

Auction.

PUBLIC AUCTION. THE Undersigned have received instructions to Sell by PUBLIC AUCTION, (UNDER THE BILL OF SALE).

FOR ACCOUNT OF THE CONCERNED, MONDAY, the 10th June, at 2.30 P.M., No. 17, DES VŒUX ROAD above the Office of

SUNDRY OFFICE FURNITURE. Comprising: TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, One large COPYING PRESS and STAND, BOOK RACKS, &c., &c.

P. & O. S. N. Co.

I REMINGTON and I HAMMOND'S TYPEWRITERS and I large IRON SAFE by PHILLIPS & SONS, London,

A quantity of COMMERCIAL CODES. TERMS :- As Usual. HUGHES & HOUGH,

'Auctioneers. Hongkong, 5th June, 1901.

Notice of Firm.

NOTICE.

THE PARTNERSHIP in our FIRM of Mr. HENRY CRAWFORD and Mr. JOHN McCallum expired on 31st March, 1901. Mr. ALFRED HOLLAND SKELTON, Mr. DUNCAN CLARK and Mr. FRANCIS CUMING WILFORD were admitted as PARTNERS on ist April, 1901.

LANE, CRAWFORD & CO. Hongkong, 4th June, 1901.

Unsurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Let.

TO LET. "WOODLANDS WEST," No. 9, SEY-

C/o This Office. Hongkong, 13th March, 1901. TO LET.

ARGE and AIRY ROOMS for OFFICES. in No. 6, ICE HOUSE LANE. GODOWNS in DUDDELL STREET.

A. RUMJAHN. Hongkong, 6th June, 1901.

TO LET. LIRST and SECOND FLOORS of Nos. 1

and 3, WA IN FONG. Bathroom and Gas suitable for married couple. Apply to C. E. WARREN,

25, Aberdeen Street. Hongkong, 23rd May, 1901.

TO LET. HOUSE in RIPON TERRACE.

HOUSES at LEIGHTON HILL. THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, 1st May, 1001.

TO LET. POSSESSION APRIL IST. STEWART TERRACE

J. W. NOBLE. Hongkong, 6th March, 1901.

## To-day's Advertisemen

HONGKONG RIFLE ASSOC TON.

Hongkong, 7th June, 1901.

THERE will be NO COMPETITION TO-MORROW (SATURDAY), the, 8th instant, but the Range will be open for Practice, after which the Range will be CLOSED for the remainder of this month for fitting up of New Targets, &c.

ALEX. MACKENZIE, Hon. Secretary.

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

Captain Davis, will be despatched for the above Ports, on SUNDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 7th June, 1901.

THE CHINA AND MANILA STEAM. SHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"ESMERALDA," Captain J. McGinty, will be despatched as above on TUESDAY, the 11th instant, at 3 P.M. This Steamer has Superior Accommodation for Passengers and is fitted with the Electric

A Doctor is carried. For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 7th June, 1901. NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubatlino United Companies). STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG. Having connexion with Company's Mail Steamers to ADEN, SUEZ; PORT SAID, MESSINA, NAPLES, LEGHORN and

GENOA, VENICE and TRIESTE, all MEDITER-RANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up

to CALLAO. Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE-LONA, VALENZA, ALICANTE, AL-MERIA and MALAGA. THE Steamship

Captain D. Costa, will be despatched as above on WEDNESDAY, the 12th instant, at Noon. At BOMBAY, the Steamer is discharging in

VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co.,

Hongkong, 7th June, 1901.

#### Antimations.

#### EYE-SIGHT. Mr. N. LAZARUS.

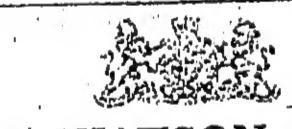
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL). Business hours: -9 A.M. to 5 P.M.

GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes-the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the 'letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight. ADVICE FREE



WATSON & Co. LIMITED.

THE LEADING MANUFACTURERS

ESTABLISHED'A.D. 1841.

WATERS ÆRATED IN THE FAR EAST.

OUR FACTORIES are constructed with every attention to the best principles that sanitary science can suggest; and our NEW FACTOR at WEST POINT is the LAUGEST and BEST EQU: PPED in the FA1 EAST.

employed guaranteeing Absclute pur-

.The Machinery used is of the Latest

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testi fied to by the best English makers...

A. S. WATSON & CO. LIMITED; THE HONGKONG DISPENSARY. Hongkong,

# The Fongkong Celegraph

HONGKONG, FRIDAY, JUNE 7,-1901.

## NOTES AND COMMENTS.

#### A Dearth of Doctors.

Considering that Hongkong is now in the midst of a plague epidemic it certainly seems to us that the Medical Department of the Government is shockingly undermanned. We have not sufficient medical men to carry out the duties devolving upon them in normal times; much less to cope with the great increase of work and responsibility involved in dealing with such an epidemic as is at present raging in the Colony.

Our medical staff at present consists of :--Dr. ATKINSON, Principal Civil Medical Officer, at present on leave in England: Dr. Lowson, on sick leave.

Dr. CLARK, Medical Officer of Health, whose whole time is filled up in dealing with plague and who urgently requires at least two assistants.

, Dr. Bell, Acting Principal Civil Medical Officer, in charge of the Government Civil Hospital, the Public Mortuary and the Tung Wah Hospital.

Dr. LAMORT, who has been temporarily appointed in charge of the Gaol, to relieve Dr. BELL who would otherwise have to carry out the duties of Gaol Medical Officer in addition to his own.

Dr. STEWART, I.M.S., who has been borrowed from the Military to assist at the Government Civil Hospital.

To begin with the Civil Hospital. Such an institution requires a doctor, in charge and a couple of resident house-surgeons, who should not have other duties to perform, but should give their whole time to the Hospital.

The Gaol certainly requires a special medical man in charge, but as this is not so important as the Civil Hospital it would not, we think, be asking too much of him if the Mortuary were also placed in his charge.

The Kennedy-town Hospital, in other words our infectious diseases hospital, requires a staff of at least two resident medical men, and these might also keep an eye upon that plague spot of the Colony, the Tung Wah.

As for the Medical Officer of Flealth, he should (and would in any decently organized town of the same size and importance elsewhere) have a couple of medical men under him, who would carry out inspection or routine work under his supervision.

Needless to say, the above recommendations are not inclusive of the Principal Medical Officer. He should be quite apart from any of the Hospitals; so that he would have time to devote his attention completely to organization and supervision.

As matters now stand everything has to be carried on in a slipshod manner. one of our Medical men is sufficiently free to properly, attend to all the different branches which he is supposed to run at one and the same time. If Dr. Bell pays the attention which he should do to the Hospital he must let the Mortuary and the Tung Wah slide, and vice versa; while how he is to find time to exercise that supervision over the Kennedytown Hospital which one would naturally expect from the Principal Medical Officer we utterly fail to see.

In the same manner, Dr. CLARK has the bulk of his time taken up with mere routine work, which would not be the case if he had assistants. How can he supervise the mortality returns, look into questions of sanitation and public health, deal with the plague epidemic and, at the same time, be constantly moving round inspecting, as he should do? It is utterly idiotic to expect him to do a quarter of the work which devolves upon him, and everybody must admire the gallant struggle

which he makes to cope with it. -It-seems to us that the Government is too anxious to save the halfpenny-worth of tar, and don't care a D--- if they lose the They simply play at having an efficient medical staff, and, by giving the few hard-working men who are doing their best under most adverse circumstances multiplicity of titles, they are trying to gull the public into the belief that our Medical Department is all that can be desired.

And it will not be the slightest good sending for fresh men now, so far as this present epidemic is concerned. Previous experience has taught us that, in all probability, the plague will die out in the course of a month or so, and thus there is not time to call upon England for reinforcements. Why not ask some of the medical missionaries to step forward and help? They are on the spot and would, we presume, willingly lend their aid if asked to do so. Failing them there are the Military Authorities to fall back upon, but they at present probably have their hands full of their own work in the shape of preventive measures, otherwise more cases of plague would have been reported amongst the Military.

Let the Government look affairs boldly in the face and try to act promptly for once. Here we have a plague stricken town and A perfect System of Filtration is a wholly inadequate medical staff to deal with the outbreak. It is well known that plague recurs here with more or less virulence every year, yet no steps have been taken to bring our medical staff up to the requisite strength. Let the Government think over these matters and take steps at once to have our permanent medical staff increased to two or three times its, present strength, and do not let us go on in the old slipshod way of allowing the plague to get a good hold before any increase of staff is deemed

necessary. If the medical Department is put on a proper footing when no epidemic exists, matters will work well, but so long as we wait for the outbreak of plague before we attempt to increase it, all will be done in a slipshod manner. The Department should be got into working order in normal times and then, if efficiently manned, it might hope to cope with an epidemic

### REUTER'S TELECRAMS. BRITISH SOUTH AFRICA.

LONDON, June 5th. Commandant Kritzinger has captured and

looted Jamestown. General French has been entrusted with the operations against the invaders in Cape

It is officially stated that the Boers attacking General Dixon's force at Vlaksontein

numbered 1,200 under Commandant Kemp. Canada has offered another Cavalry Corps for service in South Africa. The British Government has declined the offer, considering it unnecessary in view of the number of troops already in the field.

#### LATER. THE DERBY.

The following is the result of the race for the Derby :-Volodyovski .....

> Veronese.....3 WEATHER REPORT.

> William the Third .....2

The Observatory report says':-

On the 7th at 12.10 p.m. the barometer has risen on the E. coast of China, fallen slightly on the S.E. coast. The depression in the North has probably moved into the Sca of Japan, and a shallow area of low pressure is lying over the S. part of the Formosa Channel. Forecast :-Variable winds, moderate; showery.

#### LOCAL AND GENERAL.

INWARD Parcels by s.s. Chusan are now ready for delivery.

THE s.s. Haiching after being thoroughly disinfected will sail again this afternoon, Captain Passmore in command.

A nony, presumably a case of plague, was being taken away from the ricksha coolies shed at the Kowloon wharf at 9 o'clock this morning.

THE Hongkong and Shanghai Bank is a forest of poles and hamboos in the interior. while ants have been attacking the roof, and neces situted repairs.

THERE are temporary vacancies in the Colonial Secretary's Office for a typewriting clerk, salary \$100 per month, and an office 'clerk, salary \$50 per month, vide advertisement appearing elsewhere.

THE woman who some time ago was sentenced to be hanged for the murder of a messenger and alterwards had her sentence commuted to imprisionment for life, died this morning in the Civil Hospital from malaria fever, THE inquest held yesterday on the body of Ip

Fai, who died in the gaol infirmary, disclosed a very frequent cause of death. Ip Fai was sent to gaol for illegally possessing opium on May 31st. Death was due to heart failure. The want of the poison that kept him alive, WE draw our readers attention to the advertise.

ment in another column of the well-known Green Island Cement Company, where it will be seen, that the price of cement has been advanced 50 cents per cask and 30 cents per bag, of 375 lbs. and 250 lbs. respectively. The increase dates from June 1st. .

WE shall be obliged if any subscriber on receiving his paper late or irregularly will write on the Wrapper of the paper the Time of delivery, etc., and forward the Wrapper to the Manager, Hongkong Telegraph Co., Ld., 50 Queen's Road Central. The wrapper will enable us to check the delivery coolies.

THE Band of the Madras Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) evening, from 8 p.m. to 9.30 p.m.:-

PROGRAMME. t. Cavatina ... Lucia di Lanimermoor ... Kappey. ... Selection,... The Gondoliers ... Sullivan. 3. Waltz, ... Esudiantina ... Waldteufel. 4.—Song. ...... The Promised of Life .... Covren.
5.—Selection, ..... A. Galety Girrl ....... Jones.
6.—Dance Comique ... Punch and Judy ... Roggetti.

"God save the King."

Mr. Cov, sole agent this side for The Field Mercantile Agency Co. has removed his sample rooms from Wyndham Street to the first floor above the New Victoria Hotel. Mr. Coy's rooms are well worth a visit as he can quote one for pretting well everything a trader is likely to want. Being keen on the dollar he makes money by enabling merchants to

IT may be noticed that we are publishing a sazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends ave dant was fined \$40 or six weeks. The second at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

EUROPEAN residents in Hongkong cannot be too careful in having their washing and mending done. Do not leave everything to that great institution "the boy." He will have your clothes taken to the handlest man he can make the best private arrangements with. is not conducive to health to have your linen hired out by your washerman or to find your dirty clothes in the hands of a woman seated on the curbstone with the attendant mite of humanity and dirt sprawling over them.

We are glad to hear that the personal effects of the passengers of the ill-fated Sobraon have been recovered. It seems, shortly after the wreck, a junk was loaded with luggage and left for the shore with two stewards on board. The men were landed safely but the junk had an important engagement elsewhere and lest with 28 packages of luggage on board. These. have since been found partly, every box being carefully ransacked and anything of special value removed. A traveller identifying his boxes may hope to make up for loss by finding licreasing it to £11,699. effects belonging to some one else.

WE may expect to hear something of importance shortly from South Africa. Lord Kitchener is evidently following the same course he did before the battle of Omdurman in Egypt. Let us hope the cleaning up process will be as complete."

A CORRESPONDENT writes-I should be sorry to think that the National character is changing. The people who could receive the news of a Waterloo with a dignity befitting a great. race, from all accounts went into a frenzy overthe relief of Mafeking and Ladysmith. Now we-hear from Australia there was more madness: on the return of the troops to those shores. A wild kissing orgy evidently took place, second only to the absurdity of the reception of Lieutenant Hobson in America. It is poor comfort to think that what we ridicule so much in other nations is constantly occurring in our

YESTERDAY, through the courtesy of Mr. Davidson, we have an opportunity of looking through Messrs. A. S. Watson & Co.'s Adrated water factory at West Point. What strikes one at once is the evidently perfect system of management, no needless fuss or confusion, everything quietly going along in a business manner. The process of manufacture is a guarantee of the purity of the waters. Everything is done automatically, nothing is handled directly by the Chinese assistants. No doubt the care exercised and well known by consumers is the secret of the firm having as many orders as they can possibly execute.

A LATER account of the supposed. "Jack the Ripper," an account of whose arrest we published last night, is brought by last mail :-LONDON, May ist.

A great sensation has been caused by the arrest of a German, who is said to have confessed to numerous murders on the Continent. The accused, who is 26 years of age, is named Ludwig Graf, and he has been employed. as foreman in railway works at Ludwigshaven, in Germany. He is charged with having committed no less than 18 murders, and it is stated that he dealt with his victims in much the same manneras" Jack the Ripper," who was notorious

in London a few years ago. Graf has confessed that he was led to com mit the murders by a feeling of vengeance against woman-kind. He blames the poisonous literature which he had read for having incited him to the perpetration of the terrible crimes.

THE famous barber of Fleet-street who, under the name of Sweeney Todd, practised his art and cultivated murder at the same time, has found an imitator in a man named Bobbe, who lived in Berlin. Bobbe owned a cigar-shop, and, like Sweeney Todd, says the P. M. Gazette, he constructed a trap-door in the floor opposite the counter. After dropping his victim through the floor he intended to descend into the cellar, there despatch and rob his victim, and pass the body through another hole into the river. His plan was discovered before he could do any harm, and he was sent for seven years to a penitentiary. He was no sooner out of confinement than he took to making trap-doors again. He occupied some rooms in an isolated house in Berlin, and there he constructed his trap-door. This time he managed to drop the wife and two sons of the owner of the house through it, but he was caught and promptly committed suicide. Bobbe was a bungler. compared with Sweeney Todd, but he is ever so much better dead. A loathsome spideral

## AT THE MAGISTRACY

SOCIAL AMENITIES.

Chan A Tung summoned Tang Kwai Yan for assault. But, Tang also summoned Chan Simply a squabble in a disorderly house. Both bound over to keep the peace.

WELL ARMED.

## Li Sam had on board his junk a blunderbus

2 swords, 2 revolvers and 2 pistols. Fortunately he also had \$500 to pay the fine this DISCHARGED.

## Two Europeans named George Nelson and

Edward Power were discharged on a charge of having stolen a receipt for \$9.60 and trying to obtain the money by false pretenses.

ANOTHER CHANCE.

The woman charged with two attempts to commit suicide was cautioned and given into the care of her sister.

into his bucket: DISOBEYING LAWFUL COMMAND. Mr. J. S. Harston's chair coolie refused to

Li Kwai Hing was sent to prison for six

weeks for stealing a canvas cover from the s.s

Ula. The defendant said some coolies put it

go to market when ordered to do so and was fined 17 or 14 days. He went to prison.

Four Chinamen were charged with the illegal-

possession of a quantity of opium. The defenand third were discharged and the fourth fined \$20 or one month.

The first defendant in the case of selling and uttering counterfeit coin was committed trial this morning, the second defendant was discharged. The case was brought forward by Detective Inspector Terratt, who prosecuted. Mr. Mounsey appeared for the prisoners.

#### THE INDO-CHINA STEAM NAVIGATION CO., LTD.

Messrs Jardine, Matheson & Co. advise us that they have received'a telegram to-day from the Head office, in London of the Indo-China Steam Navigation Co., Ld. stating that the General meeting of Shareholders will be held on the 13th instant.

The Directors propose, after allowing for depreciation on steamers etc. for the year 1900, to deal with the accounts as follows :--of 4%, making with the Interim Dividend of 4% already paid, 14% for the year.

To transfer Lyo,000 to General Reserve To add £44,392 to underwriting a/c, increas-To add £4,298 to Exchange Reserve a/c, in-

To carry forward & 13.500, THE REAL PROPERTY OF THE PROPE

#### CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.

JERRY BUILDING.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR,-I beg to thank you for publishing my letter of yesterday. To prevent misunder standing by parties interested, I beg to say the term "Jerry Building" under which my letter was inserted is not mine, but yours. Will you please grant me space in your

Thanks in advance.

JUHN LEMM, F. I. A.,

naper for this.

Hongkong, June 7th, 1901.

#### THE PLAGUE!

Number of cases reported [ Chinese ...... 1,025 up till noon of the 6th Other Asiatics 30 June, 1901 ..... (Europeans ..... 14' Chinese ......22 Number of cases reported during the past 24 hours (Europeans .....: o Total number of cases reported to date 1,092

during the past 24 hours | Europeans ..... o Total number of deaths recorded to date 1,027

Number of deaths reported (Chinese ..... 983

June, 1901 ...... (Europeans .....

up till noon of the 6th Other Asiatics 20

Number of deaths reported Other Asiatics o

Since noon on Saturday last the cases and deaths are :--Other Asiatics ...... 8 European ..... Total .....136 Other Asiatics ..... Europeans ...... Total ......131 The plague returns for last week were :-

Chun Yet, engineer from the s.s. Haiching was removed to Kennedy Town Hospital yesterday suffering from plague.

Cases......215

Deaths ......207

New cases in previous 24 hours... 69

Deaths in previous 24 hours ..... 107

Patients under treatment ...... 230

The returns for 1st June, 1894, were:

We learn that Mrs. Varcoe, of 3 Wild Dell, has been certified to the suffering from plague and will be removed to the Kennedy Town Hospital, together with her little boy whose case we have already reported.

. The many friends of Mr. Agostini will be

glad to hear of his convalescence. He is pro-

gressing so favourably under the treatment of

Dr. Thompson that he should be out of hospital in a few days. We hear from a reliable source that whereas the ordinary death rate in Canton is between 200 and 300, at the present time between 1,000

Is this partly attributable, to the exodus of plague patients going on from Hongkong, or is the prevalence of the plague in Victoria due to the state of things in Canton?

and 1,200 bodies are passing daily out of the

At about nine o'clock this morning a Chinaappeared to be seriously ill, the man in charge of the ticket office refused to all him to go aboard the launch. A few minutes later, the man, who had scated himself on the ground alongside the ricksha shed, died. It was a case of plague. The coolie shed and the spot where the man died have been deluged with disinfectants. It is by no means pleasant to know that one's servants may be rubbing shoulders on the Ferry with men in the last stage of this horrible disease and we are pleased to see that the Ferry Company's officials are doing their best to prevent suspicious persons travelling by their

#### GERMAN SHOT IN PEKING.

PEKING, May 27th. A deplorable shooting, accident occured yesterday afternoon, about four o'clock. American sentry was posted at the Legation street bridge (only a few feet from the U. S. Legation) with strict orders to stop all horses or vehicles of any kind from coming past him, as that portion of the road is at present under repairs, and the work has been much delayed by soldiers persisting in riding or driving past, A German Marine then came, with a cart, and was called on by the U. S. sentry to halt. This the German fiatly refused to do, so the sentry had no alternative but to fire. He fired his rifle, not with any idea of hurting the German, but as a warning. Unfortunately the bullet glanced off the wall of the bridge and sped along the other part of Legation Street; penetrating the leg- of the sentry at the German Legation. The wound is not serious .- New

#### INCREASED SHIPPING FACILI-TIES AT SHANGHAI.

Press special.

The Ostasiatische Lloyd says :-We have already announced that a Committee of the Diplomatic Corps, consisting of the representatives of Germany, England, France, and the United States, had been appointed to consider the question of the Whangpoo river. We now learn that the basis | a considerable amount of information regarding of these negotiations is formed by a report of the composition of various parts of the plant, Mr. Franzlus, of Bremen, one of the greatest of which the following selections may be given, authorities on river conservancy. This report | the composition of other better known foods has been made through the instigation of the being added for comparison :-Norddeutscher Lloyd. According to this the navigation of the Whangpoo below Shanghai could be so much improved at a cost of Tls. 4,000,000, that vessels drawing 28 feet of water (the largest modern mail and freight steamers) could reach Shanghai without the slightest difficulty. The German Government after having considered the matter on the basis of the above-mentioned report, has ordered their representative in Peking to take action in the matter during the peace negotiations, in conjunction with the British and French Ministers. These Ministers have also received similar instructions from their government, after the To pay a final Dividend of 6% and a Bonus P. & O. S. N. Co. and the Messageries Maritimes had requested their Governments to intercede for them. It is now intended that the improvements, and later on the necessary con- attempts to express the oil giving very poor entrusted to the European Powers interested, | pointed out that the poor yield is due to the or to an international Committee appointed by great absorptive power of the seed husks, which them. The cost of the work is to be borne should be carefully removed before expression according to the proposals of the three above- of the oil is attempted .- Imperial Institute named steamship lines by the I. M. Customs, Journal,

#### GREAT FIRE IN SHANGHAI.

LARGE NUMBER OF HOUSES BURNT IN

YANGTSEPOO ROAD.

SHANGHAL, June 1st. At 2.15 this morning fire broke out in a row of 30 or 40 new houses on Yangtsepoo Road, near the Aquarius works. When we went to press, the whole bunch seemed to be in a blaze. and probably all would be destroyed .- New

#### BOAT-RACING AT SHANGHAI.

HATPINS AND CURLS?

Here is an account of boat-racing as done in Shanghai, that is; according to the New Press. That journal thus describes a recent race: "The programme," it states, "consisted of three races. We do not know any port in the 'east that puts up a day's programme of

only three items. If there are so few events it

is usual to put all into one day, or half a day, or a smaller fraction. But the three events were dragged out over two hours. May be three events in two hours is the correct thing in Shanghai, but it is not in any other place. We do not pretend to know the ways of Shanghai. And incidentally, when the events 'did come off the judge 'managed to announce the result wrongly. Even in a race where there were only two boats, he managed to make a mistake, between the two. What he would have done with a tenboat event, heaven only knws. But they have ten-boat races in ports which are not Shanghai and which do, not make the pretensions of Shanghai. The crews took an inordinately long time dressing, seeing if their hats were on straight, their curls in position and their hairpins all fixed. The official timekeeper omitted to take time of their dressing operations, but it must have been at least three quarters of an hour, and night was creeping over the river when at last the four boats made their appearance. Then for some inscrutable reason they went up river and wormed their

#### FROM NATIVE PRESS.

way in among a labyrinth of junks as if they

were looking for the source of the Whangpoo."

(Mercury translation.)

CHINESE TAXATION VERY LIGHT The Shen Pao points out that the indemnities

must practically be paid by Inland Revenue. Now if this was as in foreign lands that would be easy enough, for foreign taxes are more numerous and heavier than, in China. In foreign lands, lands, forests, cattle, teachers, lawyers, diamonds, weddings and liveries for Servants are all made to yield a revenue to the government. Then they have stamp duties and Post Office revenue and many indirect taxes, so that each adult in Europe yields on an average four pounds sterling to the government, a grand total of sixteen hundred millions.

It well, of course, be said at once that the people must be very well off to yield such a revenue without being impoverished, and that the Chinese are too poor to bear such a heavy tax, all of which is most true. But the moral, of the comparison is that the Chinese can be made as prosperous as Europeans if the right means are taken to accomplish the end. What are right means? We answer (in the words of the Three Character Classic.) Teach them and nourish them. The foreign compulsory system of education should be introduced, and the people taught how to cultivate their land. If they do not know chemistry, they cannot make the best use of the soil. If these things were done, then China could easily increase its taxation, and meet every demand without goading the people to rebellion.

#### THE CULTIVATION AND USE OF SUNFLOWER SEED.

The common sunflower, Helianthus annuus, is a native of Mexico and the northern portions man turned up at the Ferry Wharf at Kowloon of South America, and was probably first and wanted to cross by the ferry. As he brought to Europe by the early Spanish expeditions to Peru and Santa Fé, since it was grown at Madrid in the s xteenth century. The plant has, therefore, long been known in most European countries as an ornamental shrub, but in Russia it has for many years been extensively cultivated as an economic product. In 1892, Mr. Crawford, Consul-General for the United States at St. Petersburg, presented to his Government a report dealing in detail with the sunflower-seed agriculture of Russia, and this report aroused so much attention among farmers and others that the Agricultural Department of the United States has issued a bulletin on the subject for the guidance of farmers who propose to raise crops of this plant. The industry first began to assume importance in Russia about 1830, and since that time has steadily increased. The seed is the most useful portion of the plant, and this is commonly caten raw or cooked, while the oil obtained from it is used as a substitute for almond and olive oils. The oil-cake left after the expression of the oil forms a valuable cattle food, being superior in this respect to maize or linsced cake, while it is also said to act as a natural "condition powder" for horses, owing to its easy digestibility and its great nutritive value. There is also a very prevalent opinion in America that the plant acts as a preventitive of malaria in low-lying districts, which is probably founded on its capacity for absorbing water rapidly, and so improving swampy country. In America the seeds are at present mainly employed in feeding poultry, although they are also to some extent used as a cattle food. For the cultivation of the plant it is stated that the best results are obtained by sowing the seed in April or May in a light soil, such as that which gives good results with Indian corn, liberal manuring being carried out, unless the land is very fertile: . The number of seed heads to each plant should be -limited, the superfluous ones being removed as they form. In harvesting the seeds, the heads are removed just before they are quite ripe, and the seeds obtained either by beating with a flail, or by holding the heads against a rotating disc studded with iron nails. The United States Agricultural Department has collected

- 4'43 3'41 14'97 29'17 20'04 27'08 seeds - cultural Depart. ment . 7'57 7'45 17'10'30'0, 35'18 2'01 Black-eye pens . -It will be seen that the plant possesss a high content of patritions constituents, and since it is easily grown it should become an article of

more general cultivation. It, appears, that no sunflower oil is made, in America, several servancy of the Whangpoo River, will be | yields in the hands of oil makers. It is now

#### TROPICAL DISEASES.

PRIZE ESSAYS.

The following from the last number of The Journal of Tropical Medicine should interest Hongkong medical men.

PRIZE ESSAYS ON SUBJECTS CONNECTED WITH TROPICAL DISEASES. Conditions.

1.- A Prize of the value of £10 entitled the Sivewright, Prize, presented, by Sir James Sivewright, K.C.M.G., will be given for the best article on "The duration of the latency of Malaria after

primary infection, as proved by tertian or quartan periodicity or demonstration of the parasite in the blood.' 2.-A Prize of the value of £10 entitled the

Belilios Prize, presented by the Hon. E. R. Belilios, C.M.G., will be given for the best article on

"The Spread of Plague from rat to rat, and from rat to man by the rat-flea."

To be substantiated by experimental proof. The papers to be sent to the Editors of The Journal of Tropical Medicine, 83-89, Great Titchfield Street, London, W., by December

All papers seat in become the property to the Journal, and will be published as the Editors

The competition is open to qualified medical practitioners of all denominations and every nationality. The papers may be written in English,

French, German, Italian or Spanish. The names of the prize winners will be announced in January, 1902, in the public press and in the medical journals. The judges are :-

Surgeon-General Roe Hooper, C.S.L. President Medical Board, India Office. Colonel Kenneth MacLeod, LLD, Professor of Clinical and Military Medicine, Netley.

Patrick Manson, C.M.G., E.R.S., LL.D., Medical Adviser, Colonial Office and Crown Agents of Calonies.

#### 27 PIRATES EXECUTED AT CHEFOO.

(Special telegram to China Gazette.) CHEFOO, June 1st.

We have been having wholesafe executions of pirates this week. The other day the little Chinese gunboat Chinhai, which has only two muzzle loader guns on board, tackled and captured four piratical junks just outside, bringing back nearly thirty desperadoes of whom short work has been made. On Tuesday 11 were executed on the jetty and two days later 18 of their companions followed them across the Styx. It was a ghastly affair owing to the unusual clumsiness of the executioner, who had literally to saw off more than one wretched victim's head, and in some cases when he made his stroke at the v ctim's neck he only succeeded, so poor was his skill, in taking "a little bit off the top" of the wretch's cranium. Such a scene of hacking and chopping has not been seen here for many years. And this is the country in which the great I. G. would hand all foreigners over to Chinese jurisdiction and subject them to Chinese law! Ough, it gives one the jumps!

#### TRADE OF SOUTH-EAST ASIA.

A valuable report on the trade and shipping

of South-East Asia has been recently issued by the Commercial, Labour and Statistical Department of the Board of Trade. It has been compiled by Mr. T. Worthington from various official documents, and is prefaced by an admirable sketch map. The report deals with the trade of French Indo-China, Siam, the Straits Settlements and the British and Dutch possessions in the East Indies. With regard to the trade of the United Kingdom with the The following extract concerning the last- with the Company during the past 20 years. countries of South-East Asia it is shown that the total value of the merchandise imported from them into the country in the years 1895- that in Dutch Borneo, at Martapura, some Board :- Mr. Falconer Lewis Wallace (of the 1899-varied 'between four-and-a-half millions and six-and-a-half millions sterling annually, whilst the exports to the same countries from the United Kindom showed a steady increase in value from £4,373,000 in 1895 to £5,386,000 in 1899. The growth in the import trade is chiefly due to increased exports from the Straits Settlements; these were valued at £5,868,000 in 1899, as against an average of £4,135,000 for the four previous years. The increased value of the export trade of the United Kingdom with these countries is due likewise partly to increased shipments to the Straits Settlements (f, 2, 66, 000 in 1899, as compared with an average)of £2,365,000 for the previous four years) and also to a growing trade with the Dutch East Indies, the exports to which islands were valued at only £1,989,000 in 1895 but rose to £2,423,000 The decreased value of imports from the Dutch East Indies, may be said to be entirely due to smaller shipments of sugar, the value of these shipments having been only £87,000 in 1899, as compared with £676,000 in 1895. Cutton-piece, goods and other textiles, metals and manufactures thereof, machinery, and coal and coke are the staple articles of export from the United Kingdom to South-East Asia. These countries send us, in return, tin, caoutchouc, gutta percha, sago, spices of all kinds, dye-stuffs, and preserved fruit; and, ito a lesser extent, rice, mother-of-pearl shells,

sugar, and other tropical produce: Of the French possessions, Cochin China is stated to be the most prosperous; its revenue is sufficient to provide for all the expenses of government, to maintain a native regiment, to repay the mother; country the cost of conquest, and to bear its share of the expenses of the new Lactian colony. Indo-China, as a whole, is the great exporting region of rice, the three principal markets being points on the fertile deltas of the Mckong, Menam, and Irrawaddy, of a Great Queen," by Mr. W. L. Wyllie, and i.e., Saigon, in Cochin China, Bangkok, in | in the finely-grouped, mournfully-realistic quantity of rice annually exported from Cochin | Charlton. The collection is, moreover, dismonopolise all its produce. Much land, more- with much enjoyment; a good work of Mr. J which has already largely increased, is said to vitality, two choice little subject pictures and the staple article of export from Saigon, though pictures by Mr. Herkomer, one of them. tivated, that of pepper with especially good | much that is interesting from Mr. Shannon entirely Chinese (only 165 Europeans in 1898), |-in sculpture; from the hand of Mr. Sargent connected with Saigon by a waterway always - pictures by Messrs. MacWirter, David Murray, canals connecting Saigon with that river.

impression :- "M. Leroy-Beaulieu calls attention to the fact that the Chinese provinces | minating notes of the Academy of 1901.

which border on Tonkin, viz., Yunnan, Kwang. | COMMERCIAL UNION ASSURANCE si, and part of Kwangtung, are the poorest of the whole Empire, very mountainous, inhabited in great part by very primitive aboriginal tribes, and devastated and depopulated in addition by the Mohammedan risings of the middle part of on the best possible information, Kwangsi has 5,151,000 inhabitants or 26 to the square kilometre; and Yunnan 11,721,000, or 43 to the square kilometre; while the whole Chinese Empire has a density of population of about 120 inhabitants to the square kilometre. The markets to be reached would therefore appear to he poor and below the average for China; and there should also be taken into consideration the competition, as regards Kwangsi- at any rate, brought about by the easy route o the West River, which empties itself into the sea near Hongkong, and which has been opened to trade. Nanning Fu, farther up

stream, has also been added to the list of treaty

ports, and the junks of Canton can now ascend

nearly to Lungchow, the proposed terminus of the French railway line from Langson." The whole of Indo-China seems to offer favourable opportunities for the cultivation of rubber: "Already many colonists have embarked in that industry. In 1888, a Mr. Josseline, Inspector of Agriculture, experimented with the Heven Brasilientis or Pararubber, and also introduced in 1896 another species from Brazil, known as Ceara, andthis attempt seems to be successful. Others interested in the development of Indo-China have also established some plantations, which begin to give good results. It is thought that a great future belongs to the industry, especially if the colonists select the best kinds of indiarubber plants, the produce of which may afterwards bring them very good prices in the European market."

. In the Siam portion of the report there will be found a mass of useful information. Hitherto the British trader has been predominant amongst Europeans in the market of that coun- to £7,248. try, owing mainly to the cheapness of the goods offered. The native will have his goods cheap, and it is surprising that in Northern Siam Great Britain can surpass continental competitors in the matter of low prices. A Swiss firm established in Chiengmai finds that England can supply many things cheaper even than Germany, and the bulk of the firm's imports, such as cotton prints and cotton twist and yarn, whisky and gin, towels, tinned provisions, hardware, hosiery and saddlery, and shoes, are of English manufacture. In prints England isunrivalled, and nothing from any other country can underself the products of Manchester. In twist and yarn too, she still holds the first place; but imports from India are increasing. In an official report of the Belgian Consul, published as long ago as the year 1897, he says:-"Above all, there is the essential condition which should be impressed upon all who have, or wish to have, dealings with Siam, viz., the absolute necessity of knowing the English language. English is the language spoken at Bangkok in all commercial and social relations; those who cannot write and speak English fluently should not go to Siam.

chant appears to have held his own and more, thereby enabled to make absolute the Prothough the figures given are rather belated, visional Agreement which had then been referring to the trade of 1899: - Comparing the entered into with the Palatine Insurance United Kingdom as provider with the Contin- Company of Manchester for the acquisition ent and the United States, it appears that the | not only of their Fire Business, but also of Mother Country, when telegraph materials are the Accident and kindred businesses of that excluded, increased her hold by 361 per cent. | Company. in value, the Continent by about 14% per cent, while the United States shows a fairly sub- of £272,000 "Palatine Four per Cent. Terminstantial increase; but it is possible that full able Debenture Stock " has been allotted to the justice is not done to the last-named country, | Shareholders of the Palatine Company, and goods coming occasionally from Hongkong, from the 15th August, 1900, all transactions in and even from the United Kingdom, which are connection with the business acquired and

of American production. The resources, developed and undeveloped, now presented. of the Dutch East Indies make a varied assortment, including silk worms, pearls, teak, petro- death of their isteemed colleague Mr. Parasleum, coal, gold, and, apparently, diamonds. queva G. Sechiari, who had been associated named commodity is especially interesting :-- They have also to report that the following A recent number of the Straits Budget says gentlemen have been elected to seats on the vessel. are held by the Borneo Mining Company. This company had, some years back, made an agreement with the De Beers Company, which works the Kimberley diamond fields, that the Borneo fields should not be worked. 'As compensation, the De Beers Company paid to the Borneo venture a fixed amount yearly. As Cape diamonds stand below the Borneo ones in fineness and colour, the bargain was advantageous to the De Beers Company. The term of the agreement has now run out, and the working of these Borneo diamond fields has begun,-Imp. Inst. Journal.

#### THE ACADEMY

In the Royal Academy, Exhibition this year there are no pictures having reference to scenes or incidents in the Far East. The exhibition is, nevertheless, a remarkable one in more ways than one. It is notable for the dignified and touching manner in which the national sorrow is re-echoed within its walls. It is proclaimed with thrilling solemnity in the principal room, where we find in the place of honour, framed in oak and surrounded by mourning draperies of sable and purple, the magnificent portrait of Her late Majesty Queen Victoria by M. Benjamin Constant. Glancing through the archway at the end saloon, the theme is once more taken up by the Manchester Memorial, in marble and bronze to Her late Majesty Queen Victoria by Mr. E. Onslow Ford. Again, with scarcely moving from our position in front of the wonderful portrait of the great Queen and Empress, and directing our attention to Gallery IV., do we\_find the sad dirge still rendered with exquisite feeling and refined tenderness in the poetical "Passing Siam, and Rangoon, in Lower Burmah. The Second of February, 1901," by Mr. John China amounts to about 700,000 tons, the tinguished by being smaller than usual-which | Chinese-21st of 4th moon of 27th year of greater part of which goes to Japan, but some is undoubtedly a step in the right direction also to Europe, and the export duty levied on -the number of exhibits being 235 less than rice is one of the chief sources of revenue. last year; and in the fact that so many of the Cochin China holds this advantage over pictures are absolutely up-to-date. We have a Tonkin, that, it is not so over-populated; but it | characteristic picture from the President, another | contains a population numerous enough to cul- from Sir Lawrence Alma-Tadema, together tivate its fields, though not so dense as to with a portrait which he has evidently painted over, is still uncultivated and the rice trade, W. Waterhouse, abundant signs of Mr. Hook's have a good future before it. Rice, indeed, is some portraits by Mr. Orchardson, several other articles of tropical growth have been cul- studio-scene painted with extreme vivacity; results. The great trade centre and the principal | Mr. La Thangue, and Mr. Edward Stott, and, rice hulling factories are situated at Cholon, a to end with the most striking of all, many porttown with a population of about 122,000, almost | raits and groups and one important experiment about five kilometres from Saigon. Cholon is In pure landscape there are an abundance of crowded with barges and sampans, and by two Leader, Davis, Alfred Parsons, Alfred East, &c. steam-trainways, "It is also a station on the On the whole, it is a good Academy. In three Saigon-Mytho railway, the only line in Cochin different ways, at least, this summer's exhibition China, about 70 kilometres in length, the at Burlington House distinguishes itself as receipts of which amounted to £11,440, in 1896, above the average. The sculpture and metal against an expenditure of £ 10,680, a profit the handicraft are better than they have ever been insignificance of which may be accounted for | before. The portraits generally are conceived by the competition of transport by water on on a higher plane, in a more imaginative spirit, branches of the Mekong and on the various | and are better painted than is common; and the contributions by unknown or hitherto little-The account of Tonkin gives a favourable known artists are in some cases a surprise, and in many a pleasure. These are the three do-

## COMPANY, LIMITED.

The Directors have much pleasure in submitting to the Shareholders their Thirty-ninth Annual Report, with the Audited Accounts.

FIRE DEPARTMENT. The Net Premiums for 1900 amounted to £1,412,030, being an increase of £262,336 as compared with the year 1899, and the llosses paid and outstanding to £71-1,748, or 50'4 per

cent. of the Premium Income. From the Profits of this Department the sum of £150,000 has been appropriated to the pay! ment of the purchase of the "Palatine" business, and a further sum of £50,000 has been carried to Profit and Loss, land after providing for outstanding Losses the Fire Fund stands at £1,358,099 as against £1,265,739 at the same time last year.

#### LIFE DEPARTMENT.

The New Business of the year consisted of 775 Policies assuring £575,661, while the New Premiums included in the Account amounted in gross to £24,612.

The claims by death, £148,082, were within the amount expected. The transactions of the year resulted in a Surplus of £120,861, and increased the Life

Assurance Fund to £2,310,924. "MARINE DEPARTMENT. The Net Premiums received were £229,239, and the Net Losses paid and outstanding

amounted to £116,413. From the Profits of this Department the sum of £70,000 has been carried to Profit and Loss, and after providing for outstanding Losses the Marine Fund stands at £376,095

ACCIDENT DEPARTMENT. The Net Premiums received amounted to

PROFIT AND LOSS. This account has been closed, with

and out of that amount the Directors recommend:-The payment of a Dividend of Twenty Shillings per Share (free of Income Tax), making, with the Interim Dividend of Fisteen Shillings per Share paid in November last, 35 per

cent, for the year 1900 ..... The provision for an Interim Dividend on account of the year 1901, of Fifteen Shillings per Share to be paid on the ist November next ......

leaving a balance to be carried forward of 68,522.19.4 £156,022.19.4

In conformity with the authority given by the Shareholders, upon application to the Court, the powers of the Company were extended on In the Straits Settlements the British mer- the 23rd July, 1900, and the Directors were

> In accordance with that Agreement the sum liabilities assumed are included in the Accounts

The Directors, report with much regret the diamond fields are coming into notice. They Firm of Wallace Bros.); Sir Thomas Brooke, Bart: (formerly Chairman of the Palatine Company); and Mr. W. J. Thompson, Jun.-of the Firm of W. J. & H. Thompson—(also a former Director of the Palatine Company).

> The following Directors retire this year by rotation; -- Messrs Colman, Barclay, Campbell, Guthrie, M.P., General Sir Henry W. Norman, G.C.B., Messrs. Rudd and Trower, and, being eligible, they will be proposed for

Messrs. Mackenzie, Moore, F.C.A., and Fairbairn, C.A., again offer their services as By Order of the Board,

HENRY MANN, Secretary. London, April, 16th 1901.

# CALENDAR.

Meleorological means based on fifteen years' observations to 1898. Barometer ......29.764 Thermometer ......80.7 Humidity ......83.0

Rainfall ...... 16 496 TO DAY. WEATHER REPORT.

Barometer..... 29.70 Temperature ...... 80 Humidity ...... 90 Rainfall..... 0.05-TO-DAY.

Friday, 7th June, 1901. Kwang-su. "Sun-Rises ..... 6hr. 6min.

Sets ..... 5hr. 55min. High water-Morning ...... Ihr. 4min. Morning ......Ithr. omin. Low water-Morning ...... 4hr. 37min. Afternoon ..... 6hr. 52min. ANNIVERSARIES.

329—Robert Bruce died. 1832-First Reform Bill passed. 1840—Death of Frederick William III. King of Prussia.

1841-Hongkong declared a free port. ... 1855—Capture of the Mamelon by the French. 858-Loss of the British ship Tricolour on Pratas Shoal.

1877-First Chinese civil marriage at Registrar General's Office, Hongkong. 1891—Attempted anti-foreign riot at Kiukiang. 1896-Defeat of the Dervishes at Firket. 1899-Archideacon Warren met with a fatal

accident at Fukuyama. 1900-Trouble in the North: all Communications between Tientsin and Reking

TO MORROW.

Saturday, 8th June, 1901. Chinese-22nd of 4th moon of 27th year of

Kwang-sü. Sun-Rises ..... 5hr 16min. · Selt ..... 41min.

High water-Morning ..... zhr. 46min. Afternoon ..... ohr. onin. Low water-Morning ..... 5hr. 19min. Afternoon ..... 7kr. 30min.

1867-The Emperor and Empress of Austria crowned King and Queen of Hungary, 1873 - Alexandra Palace burnt. 1891—Destruction of mission at Wusuch by anti-foreign mob. .. 1898-American troops under Major-General

Shafter leave Tacoma for Cuba. 1899-Telegram received in Washington from Otis stating disagreement with Schurman 30,000 troops needed for Philippines as garrison. 1900—Flight of Mr. Kruger.

AGENDA.

TO-MORROW. Noon-P. & O. Co.'s steamer Coromandel with mails etc. leaves for Europe. Noon-I. C. S. N. steamer Fucusary leaves for Manila. 3 p.m.—I. C. S N. steamer Chelydra leaves for Indian Ports.

Daylight-O. S. K. Co.'s steamer Dailin Maru leaves for Coast Ports. Cargo ex Juna subject to rent.

4 p.m.-N. Y. K. steamer Kaga Maru leaves for Victoria B.C. and Scaule U.S.A. via Shanghai, etc.

Cargo ex Chingwo subject to rent. 2.30 p.m.—Public Auction by Messrs. Hughes & Hough at No. 17 Des Vœux Rd.

TUESDAY, 11th... £28,968, and the Losses paid and outstanding 5.30 p.m.—Annual General Meeting of the Royal Hongkong Yacht Club in the Cricket Club Pavilion. Noon-T. K. K. steamer Nippon Maru

leaves for San Francisco via Shang-Cargo ex Kanagawa Maru subject to rent.

WEDNESDAY, 12th. Daylight-The O. S. K. Co.'s steamer Anping Maru leaves for Anning, via Swatow and Amoy. Cargo ex Chusan subject to rent.

THURSDAY, 13th. Noon-N. D. L. steamer Hamburg with mails etc., leaves, for Southampton.

SATURDAY, 15th. 37,500, 0.0 A. L. S.I N. Co.'s steamer India leaves for Fiume and Trieste.

> WEDNESDAY, 19th. Daylight-The O.S. K. Co.'s steamer Anping Maru leaves for Coast Ports.

#### SHIPPING CAZETTE.

In future the Telegraph shipping form sup plied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

Captain W. Blake, from home leave, resumes command of the Kroangping. Captain Jenkins has been appointed in command of the s.s. Chun Shan. Mr. J. D. Jenkins has been appointed chief

officer of the s.s. Chwn Shan. Mr. W. Merry, second engineer of the s.s. Chwn Shan, has resigned. Mr. W. Anderson, 3rd engineer of the s.s. Chun Shan has been promoted to 2nd engineer, vice Mr. Merry, resigned.

Mr. J. McGinty, Chief Officer of the Es meralda has been promoted to Captain of that Mr. P. G. Ashton, Second Officer of the

Perla has been promoted to Chief Officer. Mr. P. Skillan, Third Officer of the Perla, has been promoted to Second Officer. Mr. G. A. G. Morse has been appointed Third Officer of the Perla.

Mr. E. B. Hankey, Chief Engineer, s.s. Woosung, has been transferred to s.s. Chefoo. Mr. McGavin, Chief Engineer, s.s. Chefoo, has been transferred to s.s. Woosung.

Mr. T. A. Kyle, chief officer, Hoihow, is transferred to the Tungchow. Mr. J. Harris, and officer, Pekin, is transferred to the Newchwang. Mr. P. Callen, 2nd officer, Newchwang, is

Captain W. McClure, late Peckili, is transferred to the Lienshing. ... Mr. J. R. Hynes has gone 3rd officer, Taisang.

Mr. F. Davis, supernumerary 2nd officer, Wosang, has gone and officer, Kingsing. Mr. H. Good, chief engineer, Eldorado, is transferred to the Esang. Mr. A. Spiers, acting chief engineer, Esang, is awaing orders. Mr. D. E. McIntyre, 2nd engineer, Wuchang,

is transferred acting chief engineer, Hangchow. Mr. J. W. Williams, acting chief engineer, Hangchow, is on leave. Mr. W. Thomson, 2nd officer, Kalgan, has gone chief officer, Hoihow.

Mr. E. L. Jones, and officer, Pekin, is transferred to the Kulgan. Captain W. J. Miller, Paoting, is on leave. Captain P. Garriock, from leave, has gone in command of the Pasting.

Mr. Shane has gone 2nd officer, Szechuen. Mr. J. Lennox, 2nd officer, Pekin, is transferred to the Kweilin. . Mr. H. O. Pritchard, 2nd officer, Kweilin, is

Captain Blaxland has been appointed to the Captain McGinty has been transferred from

the Perla to the Esmeralda. J. Williamson has been promoted and engineer of the Esmeralda. I. Clark has been appointed 3rd engineer of the Diamante.

#### SHIPPING AND MAIL NEWS.

MAILS DUE. American (Peru) 9th instant.

Indian (Lightning) 11th instant. German (Kiautschou) 11th instant. Canadian (Empress of India) 11th instant: American (Coptic) 18th instant.

The N. Y. K.'s steamer Shinano Maru (European Line) left Kobe via Moji for this port 7th inst., and is expected to arrive here on the 12th inst.

The E. & A. steamer Australian from Sydney, &c., left Port Darwin yesterday for Timor, Manila and this port, and is due here on or about 18th instant.

The H. A. L. steamer Sambia from Hamburg left Singapore for this port yesterday, the 6th Pinst, and may be expected here on or about Wednesday, the 12th Inst.

U.S.S. Bennington at	Kowloon ? D
Union	
St. Enoch	
Tuno	
Tris	44
Burnside	
Meade	4.4
Colonies	osmopolitsin
Chinglu	49
Munchen	
Simongan	
Marie Jebsen	Aberdeen
Dailin Mary	

PASSED THE CANAL. Ontward-14th May-Benlawers, Glaucus

Malaya, Hudson, Sydney, Sambia. 17th May -Flintskire, Alcinous, Rhein, Crusader, Devonshire, Imogene. 24th May-Ixion. Hyson, Sado, Maru, Min, Ranshan, Shirley. 28th May-Silesia, (German) Agamemnon, Pioneer, 31st May-Benalder, 4th June-Bayern, Malacca, Glamorganshire, Acilia Dencalion, Klek.

Homeward-17th May-Idomeneus, Mar burg, Tantalus, Silesia, Princess Irene. 318 May-Yarra, Trieste, Ajax, 4th June-Hakuta Maru.

Arrivals at Home-18th May-Feibur Konig Albert, Stentor. 24th May - R. Morrow 28th May-Ocymien, Sanuki Maru, Idomeneue Sibiria, Puritan. 31st Milv-Prinsess Irens Annam, Tontalus, Malaya, 4th June-

#### Shipping.

SALAHADJI, Dutch steamer, 1,235, Vonder harst, 6th June, -- Sambu 25th May, Oil.-Meyer & Co.

DONAU, Austrian cruiser, 2,340, Victor Bless Sambuchi, 6th June, -Pull back. NANCHANG, British steamer, 1,062, Edwar Finlayson, 7th June, Newchwang an Chefoo 31st May, General.—Butterfield &

Swire, HAIMUN, British steamer, 636, W. J. Davis 7th June,-Tamsui 4th June, Amoy 5th and Swatow 6th, General.-Douglas, Lar mik & Co.

ESMERALDA, British steamer, 966, J. McGinty 7th June,-Manila 4th June, General.-Shewan, Tomes & Co. TIENTSIN, British steamer, 1,250, Armistead

7th June,-Canton 6th June, General.-Butterfield & Swire. LILIA, Russian str., 1,825, Karum, 7th June,-Moji 1st June, Coals. - Dodwell & Co., Lo RHIPEUS, Dutch steamer, Day, 7th June,-Hongay 4th June, Coals.—Butterfield

JACOB DIEDERICHSEN, German steamer, 62; A. Rieke, 7th June,-Boihow and Hair hong 6th June, General.--Jebsen & Co.

Clearances at the Harbour Office. Tientsin, British str., for Moji. Mongkut, German str., for Swatow. La Rhone, French str., for Canton. Salahadji, Dutch str., for Swatow. Nanchang, British str., for Canton. Hinsaug, British str., for Saigon. Wongkoi, German str., for Bangkok. Yuensang, British str., for Manila. Perla, British str., for Manila. Braemar, British str., for Moji. Kongnam, British str., for Canton. Tosa Maru, Japanese str., for Yokohama.

Amara, British str., for Bangkok.

June 7, Chusan, British str., for Shanghai. lune 7, Wongkoi, German str., for Bangkok. June 7, Nuentung, German str., for Yap. 11 une 7, Haitan, British str., for Swatow. une 7, Lienshing, British str., for Canton.

une 7, Donau, Austrian cruiser, for Singapore June 7, Mongkut, German str., for Bangkok. June 7, Braemur, British str., for Victoria. June 7, Perla, British str., for Manila.

June 7, Tientsin, British str., for Moji. June 7, Amara, British str., for Bangkok. June 7, Phra Chom Klao, Brit. str., for B'kok. June 7, Tosa Maru, Jap. str., for Japan.

Passengers-Arrived. Per Haimun, from Coast Ports-Mrs. Pearne and child, Messrs. Macgowan, Kor Lak Oui, and 86 Chinese.

Per Esmeralda, from Manila-Mr. and Mrs. Jordan, Mr. and Mrs. Cu de Jong, Mrs. Du Bo and child, Capt. and Mrs. Palmer and child. Pay-Masters Dyer, Potter, Bee, U.S.N., Lieut, of the mind depends upon that of the body. Edga, U.S.A., Messrs. Ellam, Dawson, Monfore, Higgins, Dayton, Van der Londen, Cruz. Henderson, Fanel, Thomas, Charley, Woolerbun, Speaker, Struthers, Nofan, Arnold, Bulgun, Hamson, Blackworth, and 56 Chinese. Weparted.

Per Sydney, for Shanghai-Messrs. J. Gutierrez, E J. W. Loureiro, F. Marques, M Semoes, K. J. Williams, Mr. and Mrs. Dumail, Messrs, C. A. Merkel, Fred. Meyer, James Mc-Lean, A. Ihabe and S. S. Levi. For Nagasaki -Messrs. J. Lewis and K. Glotoff. For Kobe Mr. M. Ishihara. For Yokohama-Mr. F. Hawkes, Mrs. H. Stone, Messrs. Gabriel and

Per Chusan, for Shanghai from Bombay-Mr. Wintaler and Rev. C. S. Stalker. From London-Mr. H. Franklin. From Marseilles -Messrs. Gr.ffin and Clarke. From Penang-Messrs. H. J. and W. J. Martin. From Hongkong-Messrs. W. C. D'Harry and A. J. David. Per Tosa Maru, for Japan-Lieuts. D. W. Knox, G. P. Dyer, D. Potter, Mrs. Owaka, Messrs. Wong Hang Po, H. Nore and T Watenabe.

To Depart.

Per Coromandel, from Shanghai for London -Messrs. R. Money and H. Bland. From Yokohama for Colombo-Mr. Lewis Peck From Hongkong for London-Messrs. I Thompson, J. Craig, W. Simpson, John Scott, W. H. Paddon, G. L. Morty, P. O. Britten, Lt J. T. Blake, R.N., Capt. Goodwin, R.G.A., Sgt. leffries, and Ox.-Lt. Inf. For Calcutta-Mr. H. Lambe. For Singapore-Dr. H. F. Reynolds. I me jump and tremble all over.

#### SHIPPING REPORTS.

Capt, E. Finlayson, of the steamship Nanchang, from Newchwang and Chefoo, reports :-Light variable winds and overcast.

Capt. J. McGinty, of the steamship Esmeraldo, from Manila, reports :-- Experienced moderate S.W. winds and cloudy weather to Pratas Shoal at noon on the 6th inst. the weather threatening with strong S.W. winds and heavy rain squalls, the Bar falling, hove ship to, head to Westward, at 5 p.m. wind shifted into N.N.W. kept ship away, Bar. 29.56, thence to port moderate N.W. to N.N.W. winds, cloudy and overcast.

Capt. W. J. Davis, of the steamship Halmun, from Tamsui, Amoy and Swatow; reports :--Left Tamsui at noon on the 4th inst. had fresh N.E. winds and sea with fine clear weather to Amoy Amoy to Swatow light N.E. winds, smooth sea and cloudy weather with heavy rain squalls. Swatow to Chelang Point light N.E. winds, dull and cloudy, thence to port light S.W. winds and cloudy weather. Vessels in Amoy:-H.I.G.M.S. Geler, French cruiser Friant, I Japanese cruiser, s.s. Sing Leong, China, Picciola, and Hong Bee. In Swatow :-B.a. Fooksang, Chunsang, and Rogaburt

STEAM	<b>D.</b>	
Names.	From.	Due.
Ferd. Lacisz	Shanghai	June 10th
ightninganbia	Singapore	June 11th June 12th
mpress of India	Vancouver	June 17th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectifully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratic with the latest available information every day.

#### PROJECTED SAILINGS

1			
a,	Ship.	Destination.	Dale.
		*	
r-	Ainlin	v)= o	
st	America Maen	Sydney, &c San Francisco, &c.	June 27
	Anning Marit	Faochow	July, 40
	Arara	New York	Aug. 19
r,	Bayern	New York Straits, &c	Tuly 251
Z,	Belgian King	San Diego, &c	lune 20
٠, ۲.	Bonnida	Bombay	une 12
	Changsha	Port Darwin, &c	June 10
. ·	Chelydra	Singapore, &c	June 8th
•	China	San Francisco, &c.	Aug. 6t
	Captio Peking	San Francisco, &c.	July 13t
	Coromandel	San Francisco, &c. Europe, &c	Tune 27
i i	Dailin Maru	Tanisul	fune of
r-	Dardanus	London	lune it
	Doric	San Francisco, &c.	Aug. 15
	Duke of Fife	San Francisco, &c. Victoria, B.C.	lune 28
v.	Emp. China	Vancouver, &c	Aug. 78
	Einn India		Tune of
rd	Emp. Japan	Manila	July 17
$^{\mathrm{id}}$	Esmeralda'	Manila	June II
å;	Gaelic	San Francisco, &c.	July 23
	Glenartney	New York	June 20
s,	Glengarry	London	lune 28
h,	Hambur '	Swalow, &c	June of
p-	Heathburn	Straits, &c. New York	June 13
y, <sup>'</sup>	Hillglen 2.	New York	ilane va
3,	Hitachi Maru	New York	Tune 28
,	i Hongkong Maru	Spr Francisco &cc.	Intu an
d,	India	Singapore, &c	lune 15
	Indrani	Singapore, &c	June 25
	I manavem	promana, ee	llune to
-	Japan	London	June 29
d.	Kaga Maru	Victoria, B.G	Inua to
&	Kagoshima Maru	Moji. &c	lane 18
Č.	Kiautschou	Straits, &c	lara is
_ `	Lowther Castle	Straits, &c	Aug. 221
3,	Machaon	London	June 30
<b>p</b> -	Maidzuru Maru	Swatow, &c	lune 12
1	Miike Maru	Bombay, &c	lune 21
	Nippon Maru	San Francisco, &c.	lune ir
	Nürnberg	Havre. &c	June 25
٠	Olympia	Victoria, B.C	lluly, 16
e	Preussen	Straits, &c	Oct. 2nd
	Prinz Heinrich	Straits, &c	Sept. 19
	Prinzess frene	Straits, &c	Sept. 5tl
	Prometheus	London	inth de
• 4	Posetta Manu	Liverpool Sydney, &c	June 10
	Sachsen	Straits, &c.	Tune 20
	Sado Mari	Kobe & Yokohama	June 27
x =	Sambia	Haure, &c.	Italy agei
	Shanghai	Shanghai, &c	lune 18
i	Shinano Maru	Marseilles, &c	Tune 14
	Socotra	Marseilles, &c	June 15
	Stuttgart	Straits, &c Moji	Aug. 8tl
١	Tientsin	Moji	June 7th
	Wittenberg	Havre, &c	June 12
١.	Woosung	Shanghai, &c	Inue to
		Japan	
	r densang	Manila	-
e,	-		30 1
$\Box$			

#### A STORY OF THE CENTURY.

Here is a quotation from an old friend of mine and of yours—a doctor, one of the wisest, most kindlyhearted, and successful of the men who compose his useful profession.

"One thing," he says, "I have been telling my patients for the past forty years, that, so far at least as the science of medicine is concerned the human mind is merely a name for a group of brain functions. The food in the blood acts chemically upon certain nerve centres, and this is mysteriously worked up intowhat we called reason. In other words, the condition

"For example," continues the idoctor; "there are people who are troubled by irritability, great mental depression, sleeplessness, mental hallucination, and those symptoms expressed by the general term "nercousness" (and who also fear insanity), who might either avoid such sufferings or be cured in a month, if they but knew that at the bottom of the whole business lie the poisonous products of imperfect digestion. Ninety per cant, of all the cases of montal and nervous allmonis in persons under fifty are directly due to dyspepsia."

Now we will listen to Mr. George Bath, "For many years," he says, "my life was marred and spoilt by indigestion. At first only slight, the attacks became more and more severe as the years rolled by, until at last I was a more physical wrock, a ready proy for every disease. My bend was racked with pain, fleree darting, stabbing, rending pains, that almost drove me frantic. I had no relieb for food and what morsel I did swallow filled my body with wind and caused a most oppressive sease of ful-

"What with a distressing sense of sinking in the stomach, and a constant feeling of sickness, through the foul state of my tongue, I felt, as I looked, of all men most misemble

"This wretched existence—it wasn't life—I dragged on for twenty years with just a short respite now and then. Each year the disease tightened its grip, sapping my strength and vitality. Doctors examined me and gave me medicine. They lightened my purse but not my ills. At times I turned quite Wizzy and faint, and got so nervous and depressed that I scarcely dared venture out of doors.

"My whole nervous system seemed unstrung; the slightest noise distressed me. Why, the ticking of a elock, in another room, was sufficient to keep me awake for hours, and a knock at the door would make "Friends shook their heads as they saw me tottering

about more dead than alive, and said Bath has not long to live, poor fellow,' That was six years' ago. but I'm alive still and very much alive too. Why, I seem to be getting younger every day. Though I am now seventy years of age, I am so brimful of energy and animal spirits that I feel equal to anything. It was Seigel's Syrup that wrought the change, nothing else; I owe my life to its wonderful power.

"Now, forty clocks ticking wouldn't spoil my sleep. and food must be very indigestible indeed to upset me.

I would rather lose 250 than be without Sergel's Syrup, for it has made a man of me, and added years of happiness to my life." George Bath, Trefusis Villa. Windmill Road, New Brompton, Kent. April 25th. No word of the writer's can add one jot or tittle to Mr. Bath's frank and eloquent statement, the truth of

which is vouched for by many independent witnesses. among them being Mr. John Scrace, Relieving Officer. Modyray Union, Chatham, and Mr. A. Durmant Short Street, Luton Road, Chatham, to both of whom Mr. Bath is personally known.

Now turn back to the quotation from the old doctor. and you will learn what Mr. Bath's disease was. No.

never mind, I will set it down here—it was dyspepsis. Ob, if my voice could but reach all the suffering men and women in dear old England, how I would shout to them the old doctor's deep saying and the story of Mr. Bath's illness and cure. Cat, as it is, we must take the chances of their speing this report in print



STEAMERS.	DESTINATIONS.	SAILING DATES.	,A,
KAGA MARU*	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE, MOJI and YOKOHAMA	MONDAY, 10th June,	a
SHINANO MARU  J. E. P. Cook	MARSEILLES, LONDON & BAR- ROW, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 14th June, Daylight.	a
KAGOSHIMA MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, Noon.	
SADO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, Daylight.	a
YAWATA MARU	NAGASAKI, KOBE and YOKO-	FRIDAY, 21st june,	a
MIIKE MARU	COLOMBO	FRIDAY, 21st June, Noon.	<b>a</b>
HITACHI MARU	MARSEILLES, LONDON & ANT- WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	4 7 AL V 11 L' LL L .	a
ROSETTA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June,	D.

United States, Canada and Europe, in connection with the GREAT NORTHERN Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road. A. S. MIHARA,

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

Persian Gulf, Continental and

AMERICAN PORTS).

"COROMANDEL,"

BOMBAY, TO-MORROW, the 8th instant

and Tea for London (under arrangement) will

be transhipped at Colombo, into a steamer

other Cargo for London, &c., will be conveyed

. Parcels will be received at this Office until 4

Shippers are particularly requested to note

H. A. RITCHIE,

Captains.

Superintendent.

Proposed Sailings.

the terms and conditions of the Company's

NORTHERN PASIFIC STEAMSHIP

COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

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KOBE AND YOKOHAMA.

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Excellent accommodation. First-class Table.

Doctok and STEWARDESS carried.

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FIELDS. Frequent Sailings from VICTORIA,

TACOMA to DYEA and ST. MICHAEL.

Hongkong, 28th May, root

REGULAR STEAMSHIP

ment Services.

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The best route to the KLONDYKE GOLD

Rates of Passage to other Points on applica-

Special rates allowed to members of Govern-

For further Information as to Passage or

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VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS, FROM HONGKONG.

LOWTHER CASTLE"......3oth June.

\* Calling at MANILA.

For Freight and further Information, apply

DODWELL & Co., LIMITED,

HEATHBURN ".....about 17th July.

HUDSON"....

SATSUMA".....

Hongkong, 25th May, 1901,

DODWELL & Co., LIMITED,

General Agents.

of the first class ATLANTIC MAIL LINES.

Passengers to EUROPE may proceed by one

P.M. the day before sailing. The Contents and

proceeding direct to Marseilles and London

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Steamers.

Value of all Packages are required.

For further Particulars, apply to

Hongkong, 7th June, 1901.

HE Steamship

STRAITS, CEYLON, AUSTRALIA, INDIA

Hongkong, 4th June, 1901.

#### TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM. HONGKONG: NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Hono-

Tuesday, 11th June, at Noon.

at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) -

HONGKONG MARU (via Shanghai, Naga-Tuesday, 30th July, saki, Kobe, Inland at Noon. Sea, Yokohama and

THE Twin Screw Steamship

Honolulu)

" NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 11th June, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at HONO. LULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, FOR VICTORIA, B.C., AND TACOMA UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct

Particulars of the various routes can be had on application. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Duke of Fife. ... 3,821 J. S. Cox ..... June 28 Diplomatic, and Civil Services, to European Olympia ...... 2,837 J. Truebridge July 16 officials in the service of China and Japan, and

to Government officials and their families. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities to the PACIFIC COAST and to the INTERIOR of the United States, via Overland Railway, to and EASTERN CITIES of the United States Havana, Trinidad, and Demerara, and to ports; and to EUROPE. in Mexico, Central and South America, by the Company's and connecting Steamers:

rreight will be received, on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all, Parcel Packages should be marked to address in full; value of same is

Consular Invoices to accompany Cargo des- the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is tined to points beyond San Francisco in the attached to trans-continental trains day and United States should be sent to the Company's night; TACOMA to NEW YORK in 41 days. Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco. CASCADE MOUNTAINS. The YELLOWSTONE

For further information as to Passage'and Freight, apply to the Agency of the Company, NATIONAL PARK route. Queen's Building. GEORGE ECKLEY,

Acting Agent. Honokono, 18th May, \*\*\*\* 1

PORTLAND AND ASIATIC:STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI,"-"INDRAPURA," "KNIGHT COMPANION,"

HONGKONG and PORTLAND (OR..) Calling at Shanghai, Nagasaki, Moji, Kobe, and YOKOHAMA.

THE Steamship

"INDRAVELLI," will be despatched for PORTLAND (ORon TUESDAY, the 18th instant. Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points.

For through Rates of Freight and further Information communicate with, or apply to ALLAN CAMERON, General Agent,

SHEWAN, TOMES & CO.\_\_ Hongkong, 5th June, 1901.

Mails.

# WAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

4 1	the state of the s		
	PROPOSED	SAILINGS FROM	HONGKONG.
"PERU"		* * * * * * * * * * * * * * * * * * * *	TUESDAY, 18th June, at Noon.
		•	THURSDAY, 27th June, at Noon.
"CITY OF	PEKING"		SATURDAY, 13th July, at Noon.
			TUESDAY, 23rd July, at Noon.
"CHINA"			TUESDAY, 6th August, at Noon.
			THURSDAY, 15th August, at Noc
		•	

THE P.M. Company's Steamship "PERU," will be despatched for SAN FRANCISCU, via SHANGHAL, NAGASAKI, INLAND SEA, RUBE, YOKOHAMA and HONO-LULU, on TUESUAY, the 18th instant, at Noon, taking Freight for Japan, the United States,

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAIL-WAY; also the CANADIAN PACIFIC RAILWAY on payment of £4, in addition to the

regular tariff rate: Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting. Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application. Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.-Passengers who do not hold round-trip tickets but who have paid ful first-class fare from ports of call in the Orient to the United States, Canada or Europe, and reembark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation. Passengers who do not hold round-trip tickets but who have paid full first-class fare from

the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports; (Through Bills of Lading issued for BATAVIA,

to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers. Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to

Captain F. W. Vibert, R.N.R., carrying His address in full; value of same is required. Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold Majesty's Mails, will be despatched from this for or over) destined to Points, beyond San Francisco, in the United States, should be sent to the

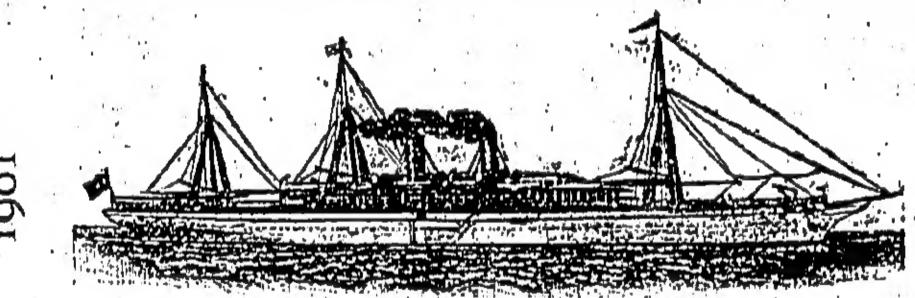
Companies' Office addressed to the Collector of Customs at San Francisco. at Noon, taking Passengers and Cargo for the Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value Silk and Valuables, all Cargo for France,

is less than \$100. U.S. Gold. For further Information as to Passage and Freight, apply to the Agency of the Com-

panies, Queen's Building. GEORGE ECKLEY, Acting Agent.

Hongkong, 1st June, 1901.

#### CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. SAFETY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 26th June. EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R......WEDNESDAY, 17th July. EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 7th August. THE attention of Passengers is directed to

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND L the very cheap rates offered by this Line SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic and Civil Services, and to European Officials in the Service of China and The Railroad travelling is second to none on Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent,

Hongkong, 5th June, 1901.

#### HAMBURG-AMERIKA NORDDEUTSCHER OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE'; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

SAILINGS" FROM HONGKONG.

A part and	SUBJECT TO ALTERA	I TOIN.	
STEAMERS.	DESTINATIONS.	SAILING DATE	S
WITTENBERG Hempel	AVRE, BREMEN and HAMB Calling at SINGAPORE and COLOR	MBO). { 12th June.	} Freight.
NUERNBERG}	HAVRE and HAMBURG. (Calling at SINGAPORE).	25th June.	} Freight,
SAMBIA	HAVRE and HAMBURG. (Calling at SINGAPORE).	{ 25th July.	} Freight.

For further Particulars, apply to

Hongkong, 1st June, 1901.

Hongkong Office. No. 1, Queen's Buildings.

HAMBURG-AMERIKA LINIE,

Pedder's Street. . [3

Shipping—Steamers.

# CHINA NAVIGATION COMPANY,

		LIMI	TED,	
	FOR		STEAMERS.	TO SAIL.
MANILA PORT DARV COOKTOV	VIN, THURSDAY VN, TOWNSVILL DNEY, LAUNCES RNE	E. BRIS-	WOOSUNG"	7th instant. 10th instant. 10th June. 10th June.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Hongkong; 7th June, 1901.

STEAMSHIP COMPANY OCEAN

OUTWARDS. "ALCINOUS" ...... 14th June.

HOMEWARDS.

(Taking Cargo at LONDON RATES).

For Freight, apply to

#### BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 4th June, 1901. THE OSAKA SHOSEN KAISHA,

· LIMITED. FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 9th instant.

THE MITSUI BUSSAN KAISHA, Hongkong, 3rd June, 1901. THE OSAKA SHOSEN KAISHA. LIMITED.

For Freight or Passage, apply to

FOR ANPING VIA SWATOW AND AMOY THE Company's Steamship "MAIDZURU MARU," Captain K. Suzuki, will be despatched for the

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Hongkong, 31st May, 1901.

above Ports, on WEDNESDAY, the 12th June.

AUSTRIAN LLOYD'S STEAM NAVIGA TION COMPANY. STEAM FOR SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE. (Taking Cargo at through Rates to the BRAZILS, to South Africa, Madras, Red Sea, BLACK SEA, LEVANT, VENICE and

ADRIATIC PORTS). THE Company's Steamship

Captain Ghezzo, will be despatched as above on SATURDAY, the 15th instant, P.M. For Information as to Freight, apply to SANDER, WIELER & Co.,

Hongkong, 4th June, 1901. CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD. CO. PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND

SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU. Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, The UNITED STATES, &c. Belgian King. | 3,379 | about | June 20

THE Steamship

"BELGIAN KING," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJI, KOBE, YOKO-HAMA and HONOLULU, on or about the 20th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same | Captain St. John George, will be despatched as time. All parcels should be marked to address | above on THURSDAY, the 27th instant, at in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be for Passengers, and has a Refrigerating Chamsent to the Company's Office, addressed to the ber, which ensures the supply of Fresh Provi-Collector of Customs, San Diego. For further Information as to Freight or

Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, China and Japan. Hongkone, 29th May, 1001 "GLEN" LINE OF STEAMERS. FOR NEW YORK.

THE Company's Steamship: "GLENARTNEY," Captain Warner, will be despatched for the above Port, on or about the 20th June, 1901.

For Freight or Passage, apply to Agents. Hongkong, 18th May, 1901. "GLEN" LINE OF STEAMERS.

FOR LONDON, THE Company's Steamship "GLENGARRY,"

Captain J. S. Stevenson, will be despatched as above on FRIDAY, the 28th June. For Freight or Passage, apply to Mogregor Bros. & Gow, Hongkong, 29th May, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE: FOR NEW YORK VIA SUEZ CANAL. THE Steamship

, will be despatched for the above Port, on or about the 1st August. For Freight, apply to ... SHEWAN, TOMES & Co.,

Agents. Hongkong, 15th May, 1901

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR MANILA "HE Company's Steamship

"YUENSANG," Captain Rolfe, will be despatched as above TO-MORROW, the 8th instant, at Noon. This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 7th June, 1901.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED. FOR SINGAPORE, PENANG AND T'HE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above TO-MORROW, the 8th instant, at 3 P.M. For Freight or Passage, apply to JÄRDINE, MATHESON & Co.,

General Managers. Hongkong, 4th June, 1901. THE OSAKA SHOSEN KAISHA,

LIMITED. FOR FOOCHOW VIA SWATOW AND THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 19th instant, at Daylight. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Hongkong, 6th June, 1901. UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"INDRANL" , will be despatched as above on or about the 25th June. For Freight, apply to JARDINE, MATHESON & Co.,

Hongkong, 16th May, 1901. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, TASMANIA, &c.) THE Steamship

'AIRLIE."

This well-known Steamer is specially fitted

This Steamer is installed throughout with this A Stewardess and a duly-qualified Surgeon. are carried N.B.—Return Tickets issued by this Com-

sions, Ice, &c., throughout the voyage.

pany to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 4th June. 1001.

F. BLACKHEAD & CO.. McGREGOR BROS. & GOW. SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MEK. CHANTS, NAVAL CONTRACTORS

Agents.

AND GENERAL COMMISSION AGENTS PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR T TARTMANN'S RAHTJEN'S GENUINE LI COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR

LAUNCHES, &C. Sole Agents for FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK REASONABLE PRICES.

Hangkoug, 14th May, 1806

Ota (Manila), to Omuh,

chai, Hongkong.

Ohaten, Madame

Passantino, Z. (2)

Ram Dhor Singh

Roberts, J. (2)

politan Dock).

Ultain Singh

Vozeer Singh

Wazir Singh.

West, Mrs. M.

Waryam Singh.

Uttu Singh, I.P.C. 774

Vemura, G., Hongkong,

to Kawamoto, (Mani-

Van-Ness, Miss E. C. (2)

Veasery, Mrs. L.

O'Donnell, P.

Pederson, C.

Prizis, E.

Ramiall

5, Praya East, Wan-

#### GOLD IN SCOTLAND.

There have been many sceptical remarks made about the gold mine at Leith. The fact that the Crown authorities have stepped in and commandered the newly-won gold is proof, however, that the "colour" is there. But gold in Scotland is not so unusual an occurrence that it reeded to have excited so much comment. As far back as 1125 there is a grant by King David I. of Scotland to the Church of the Holy Trinity, Dunferrmine, of a tenth of all gold found in Fife Forthrik. The first Parliament of James I. in 1424 passed an Act that all gold and silver found "in onic Lordis Landes of the Realmen-became the property of the King, so that the Crown authorities in this year of grace have ample precedent for laying down a firm hand at Leith.

It will be interesting to Sir M. Hicks Beach to know that James 1.'s Parliament imposed a custom on the export of gold and silver. There was most gold-mining activity in James IV.'s time. Leadhills, in Lanark-shire, was extensively mined, and for a century gold was obtained about Crawford' Moor and Wanlock-Silver is still worked in this lonely district. James V. leased the gold mines to Germans, who carried the ore to their own country. And it was this monarch who set before the French Ambassadors when at dinnertable dishes of bonnet-pieces coined out of Cowte, E. H. Scottish gold.

Gold mines inevitably drift into the hands of companies, and in James VI.'s 'reign a German named Cornelius came from London and Gooke, L. F. initiated the Scotsmen into the ways of company promoters. In thirty days a quantity of Chaves, L. L. gold was sent to the mint at Edinburgh. Cornelius seems to have done so well that a Dutchman named Abraham Grey, also from London, formed another mining company at Wanlockhead. Yet another enterprising man from the Croule, Mrs. South arrived in the person of Sir Bevis Bulmer, who mined on a large scale. When James had succeeded to the Epglish Throne, Sir Bevis Bulmer concected what is known as the "King's Plot." A company was to be formed. each shareholder contributing £300, with the recompense of being made a "Knight of the Golden Mines." What an ingenious solution this would be of the financial shortness in Africa! But the hard-hearted Earl of Salisbury interfered, and King James and Bulmer had

perforce to abandon their idea. The gold at Leadhills was got from the drift, and no vein has yet been discovered, though to this day gold in small quantities is picked up. Sutherland is where the gold fever also raged for a time. In 1869 a two-ounce nugget was found in a burn. Great activity was the result. At one time 400 men were employed. Another attempt was made in 1895, but the "diggings" were not remunerative. Here also no vein was discovered, nothwithstanding the most careful search. 'And, therefore, although gold has been nicked up at the foundations of Leith flospital, yet the belief that a vein exists has to be very carefully inquired into.

That gold is yet to be had in Scotland, is certain. There is plenty in the Leadhills district and in Sutherland, only in so scattered a form that it will not repay the labour. In James V. reign the total quantity obtained was valued at £200,000, and Bulmer is said to have recovered £100,000 in his operations. According to Mr. Cochran-Patrick, nearly the whole of the gold coinages of Scotland were minted out of the native 'metal. Gold has also been found in Selkirk, Aberdeenshire, and elsewhere, including the Penslands, that long range of mountains near Edinburgh. But to know that the yellow metal is there and to get it moulded into neat ingots for commercial purposes are two very different things .- Pull Mall Gazette.

#### SOME EARLY LETTERS OF QUEEN VICTORIA.

At Sotheby's this afternoon says the Pall Mall Gazette of the 7th ult.; three interesting holograph letters of her late Majesty, duly signed, were disposed of by auction. first for which £12 5s. was obtained, written a year before the Queen came to the throne, having been addressed to the Duches-'se de Nemours from Kensington Palace, under date May 12,1839, in these terms: "I received your very kind and nice English letter the day before yesterday, which gave me great pleasure, and for which I beg you to receive my best thanks. You will, by this time have received all the good news about our be loved Ferdinand which will have made you all very happy when you write to me, and wish most exceedingly, I must say again, that knew you personally, which I hope and trust will be the case one of these days. I shall tire you, if I write any longer, and shall therefore conclude here, begging you to say everything most kind from me to my dear aunt and to Leopold, who, I am sorry to hear, has not been

The next letter (sold for £14) was addressed by the Queen to the same correspondent from Windsor Castle. It was written on September 24, 1839, postscripts being added on September ·16 and 17, and contained these passage; " I have this moment received good August's dear letter, and am very happy to hear you had so good a passage; I hope no one suffered. Today we have had frightful weather, continuous rain; how sorry I am not to have my dear playfellow here; I could not play at, ball at all! Ah, dear good Victoire, I must always be thinking of you. The total has gone on quite well, and is very pretty; but how I regretted the dear mother ! .... 16th. thank you very heartily, dear beloved Victoire, for your dear letter, which I received yesterday evening. You cannot conceive how very much I love you, and how often I think of you! I hope very much we shall soon see each other again, and often be together. . . Louise went to town on Saturday and saw a great deal. Yesterday we went for a walk on this Terrace; to-day we went out riding, but had come back because it rained continuously; the weather is really quite frightful. We played "Iron Nadame" and the top game, but without you it was quite another thing; we shall dance to-night, and it will seem so different to me without seeing you; it will so sad. . . . 17th. I have only time to tell you that our little ball last night was very sad for me, and I was not much amused; I could not help always thinking of our last ball. We are going this morning to Bagshot to visit the Duchess of Gloucester, and shall go out riding afterwards." A shorter letter, dated Buckingham Palace, June 2,1848, also addressed to the Duchesse de Nemours was sold for £8 5s.

#### THE MONO RAIL AND WIND. PRESSURE.

A 'new point 'was raised before the Committee considering the Manchester and Liverpool Express Railway Bill (the Mono Rail) at | Crane, E. H. the House of Lords on the 8th ult., says a Clydesdale, Miss home paper. Mr. Littler, K. C., questioned Collins, H. M. Major Sir F. Cardew, electrical adviser to the Board of Trade, as tos what would be the effect of the wind pressure on trains passing each other at a distance of only eighteen inches at the rate of 110 miles an hour. The witness Delbanco, E. admitted that the wind pressure or draught | Edwards, L. (2) would be very considerable, and that the glass. of the windows would; have to be made much Stronger to resist breakage.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office :-Auger, Bishop Van

Liesa, Miss Armistead, Miss A. J. Anderson, R. A. J. Loher, A. Larkin, A. Leon, C. Ahern, J. Lowell, C. S. Agathe, G. Minchin, D. J. Allan, Mrs. W. J. Menasché, L. Andrew, Miss Moore, J. W. Anderson, Mrs. Marcus, T. R. McGregor, A. Bird, W. B. M. Bastchersky, M. de Maxwell, Lieut. D. H. Myer, J. D. Buissinne, W. T. Mattseen, J. F. Mui, Miss A. Mein, W. Massen, S. H. B. McMilne

Burroughs, Miss Byror, A. C. Bowrou, J. E. Bodemeyer, H. H. Burden, A. Chapman, W. Mrs. Callesen, Capt. V.

Clitherow, E. C. Dunnenberg, Miss E. Darlington: H. Dautkewich; P. Donnels, Drake, Mrs. F. G. Edmunds, H. W. S.

Emery, P. E. E. Frieburg, S. S. Freeman, Miss V. W French, Mrs. Foot, Capt. F. Forest, Miss A. Georgeson, J. Grunstein, B.

Greenwood, T. Green, Mrs. G. Garratt, S. Gordon, J. A. Gloreta, A.P. Criffin, C. Goodwin, H. Hardy, R. Hachez, H. larrison, Mrs. P.

Hooley; P. F. G. . H ivermeyer, F. C. Hamilton, Mrs. H. Hallard, F. J. Heacock, A. Hay, Rev. N. E. Hendersen, W. L. Heaney, Mrs. Hawler, W. L. Hakata, C. Harding, H. G. Harper, K. H. Harwood, T. Hughes, E.

Hughes, Mrs. Humeats, T. C. W. Hertel, H. B Johnson, J. Jeffries, Rev. M. Jenkins, C. M. Jansson, Andreas ohnson, R. onas. C. Kirkpatrick, M. C.

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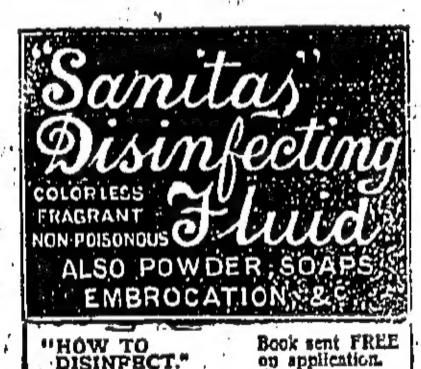
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	Charlton, The Hon. Muhler, Mr. E.  Mrs. Palmer, Mr. and Mrs. Clark, Dr. & Mrs. F. G. G. Palmer & child	2nd, Rice.—Butterfield & Swire.  ITOLA, British transport, 3,362, Livingstone, 6th June,—Calcutta 24th May, Ballast.—Go-	
	Clarke, Mr. W. G. Parfitt, Mr. W. Cochrane, Mr. H. C. Pascual, Mr. C. Cole, Mr. G. E. Pelliot, Mr.	KAGA MARU, Japanese steamer, 3,901, J. W. Ekstrand, 4th June,—Yokohama 29th May,	
	Colson, Mr. J. S. Price, Mr. H. Cunningham, Mr. P. A. Reich, Mr. A. H. Davis, Mrs. W. & child Robertson, Mr.	General.—Nippon Yusen Kaisha. Kong Beng, German steamer, 862, C. Sohnur, 3rd June,—Bangkok 28th May, Rice.—	
	Dawson, Mr. T. L. Robinson, Mr. V. Deane, Mr. and Mrs. Schouw, Mr. C. A. Sharp Smithers, Mr. R. G.	MACHEW, German steamer, 995, G. Wendig, 4th June,—Bangkok 29th May, Teakwood	
	Dennis, Mr. W. Stevens, Mr. H. Goyne . Dennis, Mr. W. Stewart, Mr. E. H. Denroche, Mr. P. C. Tassel, Mr. P. A. Van	MARIE JEBSEN, German steamer, 1,771, P. Hemmert, 30th May,—Saigon 25th May,	
	Discombe, Mr. G. M. Taylor, Mr. D. G. Dorehill, R.A., Major Taylor, Mr. and Mrs. Dunstable, Mrs. D. G. W.	MEADE, American transport, 5,526, G. W. Wilson, 26th April,—Manila 23rd April.	
	Dyson, Capt. P. S. Thomas, Mr. Harry Fernald, Mr. and Mrs. Tibbey, Mr. H. M. Ferrar, Mr. J. Valentine, Mr.	Jessen, 6th June,—Haiphong and Hoihow 5th June, General.—Jebsen & Co.	
	Garrett, Mr. H. G. Waite, Mr. H. E. Gibson, Mr. Kennedy Wakeman, Mr. G. H. Glover, Mr. C. Walker, Mr. C. B.	MUNCHEN, German steamer, 4,691, Krebs, 28th May,—Caroline Islands 15th May, Ballast.—Melchers & Co.	ľ
	Grant, Mr. John Wardle, Mr. F. R. Green, Capt. and Mrs. Watts, Mr. and Mrs. Wood Frank W.	Nippon Maru, Japanese steamer, 3,437, W. W. Greene, 31st May,—San Francisco 3rd May, Honolulu 10th, Yokohama 23rd,	
	Griffin, Mr. A. E. Whiley, Mr. and Mrs. Hall, Capt. F. W. J. G. Wild, Lieut. and Mrs.	Kobe 24th, Nagasaki 26th, and Shanghai 28th, Mails and General.—P. & O. S. N. Co.	
	Harold, Mr. W. Bagnall Hastings, Mr. H. Williamson, Mr. and Hess, Mr. J. L. Mrs. A. A. and child	POMPEY, American steamer, 785, J. H. Serive- ner, 21st Mar.,—Manila 18th Mar., Coal. —U. S. Navy.	Ϊ.
	Hochappel, Mr. E. C. Woollen, Mr. J. J. Howard, Mr. Thos. Wright, Mr. and Mrs. Huke, Mr. A. N. Yoshkikawa, Mr.	ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May,—Wei-hai-wei 25th May.  SANDAKAN, German steamer, 1,374, A. Brand-	
	VISITORS AND RESIDENTS AT THE PEAK HOTEL.	Timber and General.—Melchers & Co. SARNIA, German steamer, 2,052, T. Paetaw.	4
	Beattie, Mr. James Lang, Dr. K. Benjamin, Mr. S. S. Lee, Mr. J. E.	30th May,—Moji 25th May, Coals.— Carlowitz & Co. SIMONGAN, Dutch steamer, 1,818, Sandman,	
	Bonnar, Mr. J. W. C. Mackle, Mr. C. Gordon Brayne, Mr. H. F. R. Manice, Mr. and Mrs. Brown, Colonel F. Martin, Mr. R.	March, Sugar.—Yuen Fat Hong. TAISHAN, British steamer, 1,121, E. Stovell,	
	Brusse, Mr. G. Miller, Mr. and Mrs. Cameron, Mr. Allan Newall, Mr. Stuart G. Carrington, Sir John, O'Gorman, Col. The	Bradley & Co. TSINTAU, German steamer, 1,002, I. Sanders.	:
	C.M.G. O'Gorman, Madam Carrington, Miss Oppenheim, Mr. J. Collard, Col. A. W. Pitt, Mr. John, R.N.	3rd June, — Canton and June, General. — Arahold, Karberg & Co. ULA, British transport, 2,496, T. A. Collins,	
1	Dann, Mr. G. H. Prynne, Capt., R.A.M.C. Prynne, Mrs.	5th June,—Galcutta 23rd May. UNIVERSE, Norwegian steamer, 1,635, U.V. Egineps, 27th May,—Chefoo 21st May,	'
	Exekiel, Mr. J. S. Qustinoff, Mr. M. Ezekiel, Mr. R. M. Rouse, Mr. A. B. Forbes, Mr. Andrew Rubbee, Mr. W. A. (U. )	Flour.—Order. YUENSANG, British steamer, 1,128, P.H. Rolfe, R.N.R., 4th June,—Manila 1st June, Gene-	
,	Fraser, Mr. and Mrs. S. Consul of America) H. W. Rublee, Mrs. W. A., Graham, Mr. D. M. child and maid	al.—Jardine, Matheson & Co.  Salling Vessels.	,
	Harston, Dr. and Mrs. Shellim, Mr. Edward G. M. Sinclair, Mr. A. Gumpert, Mr. and Mrs. Stokes, Mr. A. G.	CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast Order.	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \
	Hays, Mr. J.  Hughes, Col. G. A.  Irwine, Mr. E. H.  Wheeler, Mr. H. B.  Wheeler, LtCol. J. L.	DUNDEE, British ship, 1,998, Hernning, 14th Oct.,—New York 29th June, Kerosine Oil. —Standard Oil Co.	3,12
	Jeffreys, Mr. ORAIGIEBURN,	EVIE J. RAY, American bark, Kaster, 24th May,—Singapore 27th Mar., Timber.— Sander, Wieler & Co.	,
	Anderson, Mr. Jas. Helms, Mr. W. Brown, Mr. and Mrs. Langlands, A.O.D., H. Matheson Capt. and Mrs. P.	Fulwood, British ship, 1,986, Thomas, 1st Dec.,—Cardiff via Cape Town 26th Sept., Coal.—Government.	
	Carlton, Mr. L. G. Lowe, Mr. A. R. Crouch, Mr. J. W. Newcomb, Mr. E. C. Grimble, Mr. & Mrs. G. Pyc, Mr. E. Burns	Louise J. Kenny, American schooner, 155, A. H. Olsen, 30th Man,—Ponage and Caro-	1
	Hewitt, Mr. and Mrs. Volpicelli, Consul T. H. B.	Luzon, American 4-masted schooner, 512, Aderson, 31st Mar.,—Port Townsend 28th Dec., General — Holliday, Wise & Co.	,
	Baners, Mr. F. Earby, Mr. E. A.	Dec., General.—Holliday, Wise & Co. MADAGASC R, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.,—from New York, Oil.—Standard Oil Co.	1
	Cleasby, Mr. W. H. MacGregor, Mr. J. W. Cooper, Capt. Nobbs, Prof. A. P. Davies, Mr. W. Spittles, Mr. J.	MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st. May, -Cardiff 4th, Jan., Coals.	A
	Dean, Mr. F. Williams, Mr. G. F.	—E.A. Trading Co. MERCURY, German schooner, 52, Warnes, 23rd	1

EXCHANGE.

On CONDON, Telegraphic Transfer ......1/11

ON PARIS, Bank Bills, on demand ........... 47

ON NEW YORK, Bank Bills, on demand ...474

ON HOMBAY, Telegraphic Transfer ...... 147

ON SHANGHAL Telegraphic Transfer ...... 724

Gold Leaf 100 touch, per tael .................52.20'

Dollars .....nom.

OPIUM QUOTATIONS.

YESSELS IN PORT

ANPING, British steamer, 1,158, H. Barlow,

ATHENIAN, British steamer, 2,444, II. Mowall,

6th June,-Canton eth June, General.-

Eth April, -Vancouver via Comox, Kobe-

and Moji 7th March, Timber and Flour.-

6th June.-Mororan 29th May, Coals.-

nico, 4th June,-Bombay 17th May, and

- Singapore 28th, General, - Garlowitz & Co.

Lafflin, 14th April,-Manila 11th April,

4th Tune,-Kobe 29th May, General,-

June,-Calcutta 15th May, Penang and

BENLEDI, British steamer, 1,487, David Clarke,

New Malwa ......840

C. M. S. N. Co.

Gibb, Livingston & Co.

Cable.—Government.

Butterfield & Swire.

Jardine, Matheson & Co.

C. P. R. Co.

Hongkong, 7th June,

Bank Bills, on demand 1/11 9/16

Credits, 4 months' sight ......2/a-

D'ments, 4 months' sight .....2/0%

Credits, 4 months' sight .....2.51}

On demand......147

Private 30 days' sight .....nom.

Hongkong, 7th June.

Credits, 30 days' sight ........48

i, .-Cardiff 4th, Jan., Coals. MERCURY, German schooner, 52, Warnes, 23rd Feb ,-Yap 9th Feb., Ballast.-Siemssen SARDIS, American schooner, 240, B. Harner,

30th May,-Kobe 9th May, Coal,-Order. SEA WITCH, American ship, 1,172, Howes, 21st Feb.,-Manila 18th Feb., Ballast.- Master. Sussex, British bark, 1,212, Guthrie, 17th May, -Freemantle 26th Mar., Sandalwood. VALE OF DOON, British bark, 717, Petersen,

a8th May,-Rajang 29th April, Timber.-VIMEIRA, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.,-New York 3rd Sept, Case Oil.—Order.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, June 7th, 1901.

Alacrity, despatch-vessel, 1,700 tons, to guns, 3,000 i.b.p., Comdr. G. G. F. M. Crudock, Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. D. Hunt, Hongkong. Arethusa, 2nd-class cruiser, 4,300 tons, to guns, 5,000 i.h.p., Capt. J. Startin, Woosung.

Argonaul, 1st-class cruiser, 11,000 tons, 16,500' i.h.p., 16 guns, Capt. G. H. Cherry, B. ... i.h.p., to guns, Capt. A. W. Paget, C.M.G.,

Aurora, 1st-class cruiser, 5,600 fons, 8,500 i.h.p., 12 guns, Capt. E. H. Bilyly, C.R., Foochow, Barfleur, 1st-class battleship, 13,000 tons, 14 guns; 13:163 i.h.p., Captain G. J. S. Warrender, Nagasaki. Blenheim, IN class critiser, 9,000 tons, 12 guns,

21,411 i.hep., Capt. Henderson, C.M.O. Bonaventure, and class cruiser, 3,000 tons, 18;

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut, and Coundr. F. M. Leake, Wuhu. BORMIDA, Italian steamer, 1,499, Costa Dome- Brisk, 3rd-class cruiser, 1,770 tons, 6 pins, Russian armourd cruiser, 12,200 tons, 5,600 i.h.o. Commander Sir Bourchier

Wrey, Bart, Hankow, BURNSIDE, American steamer, 1,400. A. H. Britomart, 1st-class gunboat, 710 tons, 1,300 Roxbarrik, Russian cruiser, 1,330 tons, 1,786 i.h.p., 6 guns, Lieut,-Comdr. E. A. Band, CHANGSHA, British steamer, 1,460, T. Moore, Conturion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N.,

CHELYDRA, British steamer, 1,567, R. Cox, 3rd Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Hongkong. Singapore 29th, General and Opium .- Dido, and class cruiser, 5,600 tons, 11 guns, Slatth, Russian gunboat, A guns, 1,200 h.p., Brooklyn, Flagship, U.S. cruiser, 9,215 tons, 9,000 i.h.p., Capt. Tillard, Shanghai.

i.h.p., 12 guns, Capt. A. W. Paget, Hong. Esk, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. F. Blunt, Chin-

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., in reserve. Firebrand, 3rd class gunboat, 455 tons, 4 guns; ine, General.-Mitsui Bussan 360 i.h.p., Canton, Glory, 1st-class battleship, 14,850 tons, 16 guns, German steamer, 1,161, H. 13,500 i.h.p., Captain F. S. Inglefield,

Goliath, 1st-class battleship, 12,950tons, 16 guns, O. French Cable steamer, 13,500 i.h.p., Capt. L. Wintz, Shanghai. 5th June,-from Laying Handy, twin screw, torpedo-boat destroyer, longkong, Cable.-Arnhold, 260 tons, 6 guns, 4,000 i.h.p., in reserve. Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut, and Com. steamer, 1,560, P. M. B. ne,-Hongay 1st June, Coal.

Hermione, 2nd-class cruiser, 4,560 tons, io guns, 9,000 i.h.p., Capt. R. S. D. Cumming, laiphong and Hoihow 4th Hongkong. Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Isis, 2nd-class cruiser, 5,050 tons, 11 guns 9,600 i.h.p., Capt. Charles Windham, Wei-Janus, torpedo-boat destroyer, in reserve.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore. Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 i.hp., Lieut.-Comdr. J. C. Watson, cruising.

Ocean, 1st-class battleship, 12,950 tons, 13,500 C.B., C.M.G., A.D.C., Woosung. Orlando, 1st-class cruiser, 5,000 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Shang-

Otter, torpedo-boat destroyer, Lieut, and Com. C. P. Mansel, Shanghai. Phanix, sloop, 1,015 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Tientsin. ne,-Haiphong and Hoihow Pigmy, 1st class gunboat, 755-tons, 6 guns, 1,200 i.h.p., Comdr. J. F. E. Green, S'pore. Pique, twin screw, 2nd-class cruiser, 3,600 tons,

> Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai. Redpole, 1st-class gunboat, 855 tons, 6 guns,

1,200 i.h.p., Lieut.-Com. C. F. Corbett, Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 i.h.p., Com. C. Hamilton, en route Singapore. Sandpiper, British river-gunboat, 2 guns, Lt., Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 140 i.h.p., Lieut, and Commander Oldham, Yangtsze. Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., Hongkong. Taku, torpedo-boat destroyer, 250 tons, Lieut.

Comdr. C. P. Beaty-Pownall, Hongkong. Talbot, 2nd-class cruiser, 5,600 tons, 8,000 i.h.p., Capt. F. G. Stopford, Hongkong. Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong. Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Lyne, Manila. Whiting, twin screw, torpedo-bont destroyer,

for tons, 6 guns, 6,000 i.h.p., I.t.-Comdr. Mackenzie, D.S.O., Shanghai. Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 i.h.p.; Lieut. Comdr. Watson, Kinking. Woodlark, river-gunboat, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtsze. . Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous,

Aspern, Austrian gunboat, 976 tons, Capt. W.

Weber, Shanghai, Donau, Austrian cruiser, 2,340 tons, Captain Victor Bless v. Sambuchi, en route S'pore. Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 i.h.p., Capt. S. N. Sybrandi, Swatow. Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 i.h.p., Capt. M. V. Elisenan, Koningin Wilhelmina der Nederlanden, Dutch

cruiser, 8 guns, 4,600 tons, 5,900 i.h.p., Capt. J. P. Rossunn, Swatow, Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao. Maria Theresa, Austrian cruiser, 10 guns,

5,900 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai. Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku. Zaire, Portuguese gunboat, 600 tons, Captain

Mello, Hongkong. Zenta, Austrian cruiser, 2,500 tons, Captain Skala, Shanghai.

#### FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser,

5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki. Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Vserolojsky, at Tientsin.

Alcout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p.; Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku. Dimitri Donskoy, Russian armoured cruiser,

5,893,tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Taku.

Gremiasteky, Russian armoured druiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky at Taku Astraa, 2nd-class cruiser, 4,300 tons, 7,000 | Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmand, at Taku.

Mandjour, Russiato cruisen, 1/213 tobs, twin: screw, 14 guns, 1,500 h.p., Capt: Yakoveff, Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Nayendnik, Russian cruiser, 1,334 tons, 14 guns,

1,200 h.p., Capt. Zarine, at Nagasaki.

Olvarny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns; 2,000 h.p., Captain Coprignoff, at Nagasaki, guns, 9,000 i.h.p., Captain G. G. Sawle, Petroparlovski, Russian battleship, 12,000 tons, Capt. Greyais, at Nagasaki. Polstava, Russian battleship, 10,960 tons, 11,255 i.b.p., 16 guns, Capt. Orgeroff, at

Nagasaki. 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki-

h.p., riguns, Capt. Komaroff, at Singapore. Rumbit Russian flagship, 10,940 tons; armoured twin sciew cruisor, ist class, 48 guns, 13,500:h.p.: (Capt. Haupt, at Port Arthur) Sevastopels, Russian battleship, to,900 tons, 13,000 i. li.p., 16 guns, Capt. Meleusky, at

Capt. Barronoff, at Magasaki.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 | Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.b.p, Capt. Mollas, at Taku. Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

> Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns 2 torp tubes 780 h.p./ speed 19.7 knots. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at

Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo boat, 400 tons, 18

guns, twin screw, 1,500 h.p., Capt. Rogulia, at Taku. Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai. Forel, Russian torpedo boat, 23 tons, 1 gup, 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kasatka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai. Kil, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai. Nargen, Russian torpedo boat, 85 tons 4 guns, , 1,200 h.p., 22'knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. i.h.p., 16 guns, Hon. A. G. Curzon Howe, Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skat, Russian torpedo boat, 350 tons, Captain Smirnow, at Shanghai. Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai. Sterlaid, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots.

8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, | Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 kinds.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons,

3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. Flagship of Vice-Admiral Alexeleff.

\* Flagship of Rear-Admiral F. V. Dubossoff. Flagship of Rear-Admiral Recunoff.

THE GERMAN SQUADRON. Brandenburg, German battleship, 10,100 tons, 40 guns, Capt. Zur S. Rosendahl, at Woo-

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai. Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku. Gefion, German cruiser, 4,109 tons, 10 guns,

9,000 h.p., Capt. Rollmann, at Amoy. Geter, German cruiser, 1,700 tons, 8 guns, Capt. Bauer, at Amoy. \*\*\* Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12 Capt. Rampold, at Woosung. Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Illis, German gunboat, 1,000 tons, 10 guns, Lieut. Comdr. Sthamer, at Shanghai. Irana, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Kinderling, at Canton. Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 p.h., Capt. Gülich, at Amoy.

\*\* Kurfürst Friedrich Wilhelm, German battleship 10,100 tons, 40 guns, Capt. von Holzendorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai, Schwalbe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow. Secuiler, Germans cruiser, 1,600 tons, 8 guns,

Comdr. Schack, at Amoy. Tiger, German gunbeat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai. Weissenburg, German battleship, 10,100 tons,

40 guns, Capt. Holmeier, at Amoy. Warth, German hattleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku. K. F. Wilhelm, German battleship, at Naga-No. 90, German torpedo-boat, 320 tons, Capt.

Hoepimer, at Shanghai. No. 9r, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai. No. 92, German torpedo-bout, 320 tons, Capt.

Fluinrich, at Shanghai. \* Flagship of His Excellency Vice-Admiral Bendemann.

\*\* Flagship of Rear-Admiral Geissler. Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alonette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, and-class cruiser, 4,750 tons, Capt. Bachine, Japan. Bengali, and class dispatch-boat, Lt.-Comdr

De La Croix de Castries, at Nagasaki, Chasseloup Laubat, 2nd-class cruiser, 4,000 tons, 9,000 i.h.p., 18 guns, Capt. Espinhy St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Louel, at Decidee, gunboat, 690 tons, Capt, Maresubette,

\* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Taku. Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 63t i.h.p., Capfain Saulne, at Hongkong.

Eure, Dispatch-transport, Capt, Valles, at Friant, gunboat, . 693 tons, Capt."Adam, at Shanghai. Guichen, Ist-class cruiser, 9,000 tons, Capt.

Perem, at Shanghai. Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Taku, Kersaint, 3rd class cruiser, 1,300 tons, 1 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Baigon.

Lion, gunbont, 500 tons, 8 guns, 576/h.p., Capt. Frost, at Taku. Pascal, and-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Momet, at Taku. Ville D'Alger, monitor, 944 tons, Captain Bomessaur, at Hongkong. Vipere, gunboat, 400 tons, Captain G. del -Villeneuver at Saigon. \* Flagship of Vice-Admiral Courrejolles.

THE AMERICAN SQUADRON. Albanyi U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila. Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hong.

Capt. C. M. Thuitas, Shankhai

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p. Lieut.-Com. G. B. Bradshaw, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 hip., Comdr. S. W. Very, at Shanghai. Celtie, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forse, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,
Comdr. J. W. Carlin, at Manila.

Don Juan de Austria, U.S. gunboat, Capt. T. C. McLean, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. A.

Mertz, at Manila. Helena, U.S. gunbont, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Hongkong. Isla de Luzon, U.S. gunboat, 1,330, Comdr. J.

V. B. Bleecker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila, Marietta, U.S. gunboat, 1,000 tons, 1,500 i.h.p., 12 guns, Comdr. E. H. Gheen, at Canton. Monadnock, U.S. double-turret monitor, 4,000

fons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku. Monterey, U.S. double-turret monitor, 4,000

Pigman, at Hongkong. Comdr. G. W. Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki. Newark, U.S. cruiser, 4,600 tons, Comdr. Mc-Calla, en route Home. .

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila. Oregon, 1st-class U.S. battleship, 10,280 tons,

16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Woosung. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 n.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong. Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Shanghai. Wheeling, U.S. gunboat, 1,000 tons, 6 guns,

1,081 h.p., Com. W. T. Burwell, at Manila. Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Hongkong. Yorktown, U.S. gunboat, 1,710 tons, 6 guns,

3,392 h.p., Comdr. C. S. Sperry, at Manila. Posemile, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Zafiro, U.S. dispatch-vessel, 674 tons, Capt. L.

A. Cotten, at Manila, THE ITALIAN SQUADRON. Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai,

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Fiermosca, Italian cruiser, Capt. Garlo Negri.

Stromboli, Italian cruiser, 3,800 tons, Captain Cecconi, Shanghai. Vetter Pisani, Italian cruiser, 6,700 tons, Capt.

V. Onofrio, Shanghai. RIVER STEAMERS, SCHOOMERS,

Futshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,

AND LORCHAS.

-- Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,252, C. V. Lloyd,-

Butterfield & Swire.

Hoi-tong, Chinese steamer, 409 tons, Captain Tai-on, British steamer, 728, J. Lawrence,-Tai On Steamship Co. Pak Kong, British steamer,-Kwong Wan S.S.

Kong Nam, British steamer, T. Austin, R.N.R. -Chinese Owned.

Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 141, G. F. Morrison, R. N.R., - Hongkong, Canton and Macao Steambon, Co. Kiangtung, Chinese steamer, 563, R. J. Mackenzie.- China Merchant Steam Navigation Co.

Canton and West River. Lungkiang, British'steamer, 141, R. D. Thomas, -Hongkong, Canton and Macao Steam-City of Whampou, Chinese steamer, 40,-Ah Sun Chow, Chinese steamer,-Ah You.

Hongkong and West River. Saikong, British steamer, 259, D. Bowie,-Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S. Kwai Zum, British stoamer,-Kai Hing & Co.

Zil. American lorcha.

Nanning, British steamer, J. J. Lossius, Hongkong, Canton and Macao Steamboat Co. -J. M. & Co. and B. & S. Lorchas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to

Canton,-Hung Kum Sing.

A Muil will close :--For Canton-Per Hankow, to-morrow, the 8th instant, at 7.30 A.M. For Manila-Per Yuensang, to-morrow, the 8th instant, at 10 A.M.

For Hoihow and Haiphong Per Hongkong. to-morrow, the 8th instant, at 10 A.M. For Europe, &c., India, vily Tuticorin-Per. Coromandel, to morrow; the 8th instant, at For Macao-Per Heungshan, to-morrow, the 8th instant, at 1.15 P.M.

For Singapore, Penang and Calcutta-Per Chelydra, to-morrow, the 8th instant, at 2, P.M. For Shanghai-Per Anping, to morrow, the 8th instant, at'2 P.M. For Swatow, Amoy and Tameui-Per Daijin'

Maru, to-morrow, the 8th instant, at 5 P.M. For Swatow, Amoy and Tamsui-Per Harmun, to-morrow, the 8th instant, at 5 P.M. For Canton-Per Powan, on Sunday, the 9th instant; at 9 A.M. For Kumchuck and Samshul-Per Zung-

kong, on Sunday, the 9th instant, at 9 A. W. For Singapore-Per Rhipeus, on Monday, For Chinkiang and Wohu-Per Heich Ho.

on Monday, the roth instant, at II A.M. Printed and Published by ETHELBERT FORBES SKERTCHEY, for The Houghour Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Houghous: